

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 288 October/November 2007

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1931 MG MONTHLÉRY MIDGET

Restoration of a **1948 DODGE**





This photograph has been supplied by James Welsh. He hopes that readers may be able to shed some light on the exact details of this vehicle. The son of C Savery (in his 80s) is a baker in Auckland and tells Mr Welsh it is a Model T—not so according to Mr Welsh. Note the chain drive, oil pumper, tiller steering and hand controls.

The picture was taken by Major Dungey, Trinity Square, Margate, England circa 1906.

The photograph featured to the right was taken late in 1923 at Parrish Road, Edendale, near Sandringham. The vehicle featured is an Alldays Midget, a car made about 1911 by Alldays & Onions, Birmingham, England. Pictured in the vehicle is Mrs Elaine Drummond and her son Ron. Photograph supplied by Rob Knight.



PHOTOGRAPHS REQUIRED

Submissions of suitable prints and information (where available) are welcome from all *Beaded Wheels* readers.

Please send original photographs of historical interest with any available information to *Beaded Wheels*, PO Box 13140, Christchurch 8141. **Laserprints/photocopies are not suitable.** Photos will be returned as soon as practicable.

management committee

A full list of branch addresses and contact details can be found on the VCCNZ website at www.vcc.org.nz

All administration matters should be addressed to the **NATIONAL OFFICE** in the first instances.

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Beaded Wheels

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Beaded Wheels is the voice of The Vintage Car
Club of New Zealand (Inc.) and its 35 branches
covering the length and breadth of the country.
The efforts of our members continue fostering
and ever widening the interest in this segment
of our country's history, and provide rallying
points for the constantly increasing band of
enthusiasts. It is to these people, who appreciate
the fascination of age, the individuality and the
functional elegance of vehicles from a bygone
era, that this magazine is dedicated.

Beaded Wheels – It is a very apt and well-known
title however readers may wonder at the origin
of the name. By way of explanation beaded edge
wheels use beaded edge tyres that are kept in
place by reinforced rubber beads, which fit into
the rolled edges of the wheel rim. This style of
wheel was a distinctive feature of early motoring
being used on early bicycles, many pre-1924 cars
and most motorcycles until 1927. The VCCNZ
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club magazine in March 1955 which was the
successor to the monthly *Gulf Sheet*.

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Beaded Wheels

Issue 288 October/November 2007



Titus de Silva studies the interesting link between the VW Beetle and Porsche, page 14.



Roundup from the National North Island Easter Rally, page 20.



Check out the host of vehicles for sale in our marketplace, page 33.



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COVER

Rob Ross takes life member Roger White for a spin in his curved dash Oldsmobile at the recent VCCNZ AGM held in Ashburton.

Photo supplied by Bruce Hutton, QSM, FPSNZ.



president's message

I have just returned from the Vintage Car Club of NZ (Inc) Annual General and Executive Meeting hosted this year by the Ashburton Branch. I would like to take this opportunity to thank the branch for a first rate weekend. Both meetings ran smoothly, which indicates that the Club is in excellent shape. A dine and dance capped off Saturday evening with magnificent music provided by a local orchestra.

We were delighted to host the manager of VERO CSI, Mr Tony Headland, and his wife Liz at the AGM. Tony addressed the meeting, first telling of his early motoring exploits in a variety of vehicles including Essex, Morris and Austin cars as well as a Dennis fire engine complete with working siren. Following this, Tony summarised the sponsorship relationship with the VCC since the 1996 Rally and announced that Vero will continue this support as the principal sponsor for the Vero 2012 Rally to be hosted in the Wanganui area.

In addition to Vero CSI sponsorship arrangements for major rallies, your branch and the Club also benefit from policy commissions and donations throughout the year on an annual basis. We are fortunate to have a long standing partnership with Vero and I am indebted to Vero for their continuing support.

Following Tony's address, 2012 Rally Director, Bruce Hutton, introduced Barry Thomson, a Canterbury Branch member, author and very talented artist. At this point the 2012 Rally Logo was unveiled in conjunction with an explanation of the logo details from Barry. This is quite different from past logos and encompasses many aspects of the event and the host area as well as making reference to our major sponsor and the VCC.

Our thanks are extended to Barry for the effort in producing such a fine eye-catching symbol for this event.

My congratulations to the Management Committee members on their re-election to their various positions and my thanks to the membership for the confidence they place in us. I would like to make special mention of wives, husbands, partners and families of our management and executive members for their continued support. The tasks undertaken by this group along with other branch duties occupies a significant amount of time and this must be recognised at all levels.

In addition to the Management Committee there are sub-committees

working earnestly to enable the Club to function as it does. Included in these groups are: Betty Wallace, Archivist; Federation of Motoring representative, Andrew McClintock; the Technical Committee consisting of Dave Allbon (Chairman), Don Broome, George Calder, Norman Pinton, Frank Renwick, Roger White and Rod Brayshaw.

Last but not least the *Beaded Wheels* Committee; Judith Bain, Rosalie Brown, John Coomber, Mark Dawber, Marilyn McKinlay, Chris Stevens, Robin Wells and Allan Wylie all under the watchful eye of Kevin Clarkson, are responsible for the production of this magazine, the VCC flagship in the public arena.

Last year the John L Goddard trophy wasn't awarded as no nominations were received. This year we were delighted with the number and quality of the nominations. All of the nominees would have been worthy recipients of the award, however, there can only be one winner. I had much pleasure in announcing the the recipient of this award, Noel Atley of Southland, in recognition of his efforts in bringing together sixteen of the eighteen Begg racing cars as a tribute to George Begg's long and memorable career.

As some of you will know George Begg passed away not long after the George Begg Tribute Weekend took place.

Unfortunately, Noel was unable to attend the meeting but the Southland Branch has presented this trophy on my behalf, see page 22.

The Bay of Plenty Branch announced at the AGM some initiatives they are introducing to promote the branch and its activities, particularly to younger prospective members. I look forward to hearing how successful they are and hope the branch will continue to report progress and share this information.

Recently Gaynor and I attended the Rotorua Branch Sulphur City Rally. At the evening prize giving I had the privilege to open the Halliday Library in their clubrooms. The library commemorates the late Syd Halliday who was the founding Branch Secretary, Patron and also one of the instigators in obtaining clubrooms for this branch. I'm sure the Rotorua Branch members will get a lot of satisfaction from the facility and I offer my congratulations for this.

Greg Terrill



as we see it

We have received many positive comments about the free advertisements initiative for members. At the time of writing it would seem we have, as expected, an increase in the number of advertisements but it is too early to judge the impact and the next couple of issues will likely give us more information upon which to make any changes to the magazine if required. One side benefit for us is that members have sent their ads in much earlier than we have been used to so it becomes easier to set things up.

I have just received in the post a wonderful collection of photographs depicting aspects of motoring in years long gone by. Included are some early photos of service stations in my home town of Dunedin so are particularly interesting to me. What make these photos so useful for us is the easy-to-read full explanation of the content, where known, and even names of some of the persons in the photos. This depth of explanation makes it easier for us to use the photos and result in a better magazine for you. Thank you Kevin Casey, Otago Branch.

I was in Mackay, Queensland in Mid-July and was able to take in the start of the first ever Veteran rally in that city. Members of the Veteran Car Club of Australia (Qld) came from all areas of the State to join in the fun with their Veteran cars plus two Veteran motorcycles. The rally was a great success and the fourteen or so entrants enjoyed a great four days meandering around the cane fields and hinterland of the MacKay region. While the weather was cooler than expected for the tropics, there was no adverse weather during the event so the motoring would have been very pleasant. There was the occasional mechanical hitch during the event but nothing serious and it seems all vehicles completed the event without drama. The local organisers were Syd and Janet Norman (1902 English Mechanic Replica). These two are prominent in preserving things historical in the Mackay region and Syd also specialises in heritage engineering. A photo of Syd's English Mechanic can be viewed on *Sounding The Brass*, page 31 and other snaps from the rally appear on page 53.

Kevin Clarkson
Chairman, *Beaded Wheels*

VCC Events

This list of events is compiled from the VCCNZ National Calendar of Events, and branch events as listed in each branch newsletter. Any deletions, additions, alterations need to be notified to Beaded Wheels by the Branch Secretary before 10th of month prior to magazine publication

OCTOBER

12-14	Canterbury	Swap Meet Cutler Park McLeans Island
13	King Country	Journey Through Time
13-14	Southland	Classic Commercial Weekend
14	Wairarapa	Janis Groves Run
19-22	Hawke's Bay	Hawke's Bay Safari 2007
20-21	West Coast	End of Season Run
20-21	Waikato	Commercial Rally Matamata
20-21	Southland	First National Moped Rally
20-21	Auckland	Hunua 100 Rally
20-22	Nelson	Nelson Biennial Rally
21	Ashburton	Spring Rally with Sth Canty
21-23	South Canterbury	Mt Cook Rally
22	Northland	Heritage Park Live Day
27-28	Canterbury	Girder Fork Rally
28	Bay of Plenty	Swap Meet
28	Hawke's Bay	VIC Day

NOVEMBER

3	Wanganui	Annual Rally & Dinner
3	Wellington	50th Annual Rally
3	Canterbury	Veteran Rally
3	Otago	Taieri Tour
3	Waikato	Veteran Rally
3-4	Northland	Far North Tour
3-5	Wairarapa	Peter Chisholm Run
4	Waitemata	Pebblebrook
9-12	EBOP	November West Coast Trip
10	South Otago	36 Annual Clutha Rally
10-11	Waikato	Whangamata O'night Run
10-11	Southland	Teretonga 50th
10-12	South Canterbury	Safari Weekend
11	Horowhenua	Taradale Trundle
11	Canterbury	Homestead Run
16-18	Canterbury	Show Weekend Tour
16-18	Auckland	M/C Rally & Swap Meet
17	Otago	Commercial Veteran Rally
17-18	Southland	Arrowtown M/C Rally
18	Wairarapa	Club Reliability Run
18	Gore	Josephville Hillclimb
18	Waikato	Swap Meet
19	South Canterbury	Vet/Vin/Comm Rally

24	Hawke's Bay	Veteran Rally
25	South Waikato	TTT Rally
26-28	Bay of Plenty	Anniversary Weekend Rally
25	Hawke's Bay	Veteran Rally & Homestead Run

DECEMBER

1	North Shore	Swap Meet
1	Otago	Moped Run
1	North Otago	Windsor Rally
1	Gore	RSA Diggers Run
1-2	Wairarapa	25th Gold Medal M/C Tour
2	Auckland	Gymnic
8	Far North	Christmas "Cruising Down the River"
9	Northland	Gymnic
16	Nelson	Christmas Picnic Run

While Beaded Wheels makes every attempt to check the accuracy of the dates published in this column we advise readers to confirm all dates with the individual branch concerned.

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Drop in for coffee/tea have a chat and a look around while visiting the friendly Aucklanders, (Iaffa Just Another Famously Friendly Aucklander)



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national office news

National Annual General Meeting / Branch Office Details and Calendar of Events

All members please find enclosed a copy of the AGM minutes, Branch Office details and Calendar of Events. During the AGM weekend the Executive Meeting was held. A copy of these minutes has been distributed to your Branch should you wish to read them.

Membership List

Each branch has been sent a printed copy of the membership list and a computer CD which contains the membership list. Individual financial members can obtain copies of this by going to their branch secretary. There may be a charge involved for the recovery of photocopying etc as the full list now consists of 409 pages. This list is produced every year and forwarded to each branch. Please keep in mind that the office make approximately 20 plus changes daily so the list is valid as at time of printing.

Changes Of Address/Vehicle Ownership

Please notify the National Office if you have any changes in addresses, phone numbers, email addresses, vehicle ownership etc, so that the Club's database can be kept as accurate as possible.

Julie



Irishman Rally, July 2007, photo by Shane Johnston.

Interested in joining the Vintage Car Club?

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Dear Sir

When reading through the April/May issue of *Beaded Wheels* I was pleasantly surprised to read of the restoration of a 1927 Oakland which was once part of my family history.

Len Granger lived with my widowed Aunt Beatrice Watson at Foxhill. He had the Oakland converted in about 1948 or 1949. The job was done in the workshop of Roy Chapman, a professional coach-builder in Nelson, and I was present the day Len brought it home from the body shop. Not to denigrate Chapmans, but as a car-loving schoolboy, I was appalled by its appearance. They had grafted the rear body of a 1939 Ford V8 coupe onto the Oakland and the end result was an insult to both cars, in my opinion. To make matters worse, it was painted a most bilious green.

As far as I know, the vehicle was never trucked, as the conversion was due to the dilapidated state of the original wood and canvas hood.

Len was in partnership with my Uncle George Godbaz, and together they operated a wood-cutting business. The "Old Oakie" as it was called, was used to tow their mobile saw-bench around the district during the 1950s. I left Nelson in 1958 and Len died in the early 60s, so I do not know what became of the vehicle in later years.

Aunty Beat, as she was known locally, was a motoring identity in her own right. She drove an immaculate black 1930 Ford Model A town sedan which, I believe, was acquired by Dennis King of Nelson after her death.

I congratulate Mark Morrison on his beautiful restoration and hope this information is of some assistance.

Graeme Godbaz

Dear Sir,

Congratulations to Scott Thomson for his thought-provoking article in BW 287. While I agree with him in a number of respects I feel we would do just as well by reappraising our approach to Vintage type rallying rather than banning it. Here are some thoughts.

1) Going for a drive, or non-competitive touring. Auckland branch introduced this idea into its rally programme in 1984 with the advent of our first Vintage Muster. It was done to attract those people who didn't care for what Scott calls "obscure navigational conventions". It has always

attracted some support, say 15% on a good day and less than 5% on a bad one. This leads to rally plotters saying "Why should we bother with it when a substantial majority want competition?" It would appear that many do want some form of navigational trial. Plotters tend to be successful rallyists, as in all too many cases the rally winner is expected to plot the next one, a rather funny situation. Imagine any other sport or contest which seeks to penalise its winners, eg Alinghi being told to organise the next Americas Cup but not allowed to enter. Frequently, non-competitive tourists are used as buffers between the fast and slow classes of a rally or stuffed down the back, when in fact these people may wish to cruise faster than the plotter dictated average speed. This leads to my next point.

2) The VCC should move from plotter-dictated average speeds, to entrant-nominated average speeds. This allows an owner to choose the speed he considers suitable for his vehicle. Organisers simply choose a point somewhere en route and the time of each entrant is recorded as they pass. This system seems to have worked well at various branch and international rallies. There is no need for entrants to create traffic hold ups by stopping at manned checks.

3) Bunching of vehicles and the resultant obstruction of modern traffic is Scott's main concern, and rightly so. Some of the problems lie in the old military saying "the speed of your convoy is the speed of your slowest vehicle". One way to get round this is to start your fastest vehicle first. We are now a broad spectrum historic motoring club with a vehicle eligibility span of at least 82 years. It makes no sense to have primitive Veterans out front and powerful P60s at the rear, even if they follow different routes. The same applies to vehicle class-specific runs. There is little sense in having a Bullnose Morris Cowley lead off in front of a 12/50 Alvis or Chrysler 77, in fact it's a recipe for bunching. The idea of starting the faster vehicles first has been tried at a couple of Auckland Branch Veteran runs and, as far as I am aware, caused little or no organisational problems. Indeed, after one of these runs a class winner said he was on his own for miles. In reality he was probably less than a kilometre away from the entrant in front and therefore avoided the bunching, which is of so much justifiable concern to Scott. I tend to disagree with Scott's idea of two to five minute spacing of starters in a VCC event. It might work with up to twenty vehicles, but imagine starting 80-100 at a national or branch calendar event.

4) Alternatives to timed rallies. Question and answer type events, how many times have you seen a group of four or five of our bunched up VCC vehicles, suddenly dive left, with or without indication, to ascertain the number of sheep in a paddock, or the colour of the farmers gate post? I tend to think that questions should be related to things like Road Code or vehicle history rather than things which may or may not tempt drivers into sudden stops or directional changes.



Adrian Garret's Silver Ghost stretching its legs.

5) Speed events. These are getting their fair share of publicity. However, they do require quite an amount of organisation and in many areas it's hard to find sites that don't require resource consent or council permit. Would they attract, say 30% percent of our membership? I'm not sure that they would.

6) When do we hold our major events? I feel it is high time we looked at the practice of holding branch and national calendar events on public holiday weekends. A very significant portion of our membership is in full or semi retirement and the majority of the rest are 50 plus and quite probably in a position to take the odd Monday or Friday off work. I think a shift away from public holiday weekends, when the roads are generally busier than normal weekends, would do us no harm.

7) Full-on non-competitive touring. My favourite VCC event is Northland's Far North Tour. It is very popular and attracts between 70 and 100 vehicles annually. As its name says it is just a tour, and I've attended 33 out of 34 run so far. However, even in this type of event bunching of vehicles can occur. It should perhaps be incumbent on the organisers of this type of event to ensure that the faster vehicles get out front and stay there. Provision should be made for faster vehicles to leave lunch stops first.

8) Starting times of our rallies. During daylight saving, could we not look at starting branch monthly runs at seven or eight am? It's only one Sunday in a month that you would need to rise early. The advantage of this system is that your run is over and done with by the time most of the modern traffic is up and about. This idea was also tried in Auckland over a number of years, the runs in question attracting more or less the same number of entrants as runs which started late morning or early afternoon.

Well that's just a few ideas which may or may not ease the concerns of Scott Thomson and no doubt of others.

John Stokes

Dear Sir

The Cure to Convoying!

I would like to support Scott Thomson's comments in his recent article "Stop Vintage Rallies—Now". However I would like to go one step further and suggest that all road trials be made non-competitive.

"WHAT?" I hear from the pot-hunters. Yes, having to, or attempting to maintain a set average road speed is the major cause of convoying. During my 50 years in the VCC I have organised and competed in many events where there were no average speeds given, resulting in a noticeable absence of convoying. Do we really need to always have a winner? No. Let's put away many of our trophies and get back to going out for a run to enjoy the motoring, the scenery and the company—after all isn't that what the club is all about?

The biggest majority of cars attending rallies these days are Post Vintage or later (sadly) and they are more than capable of being driven safely at the speeds which they were originally designed to do which will not hold up other road users. Doing different speeds also spreads the cars out much more quickly, encouraging passing. The format of "You are here, this is where we are having lunch, and on the way we will be stopping at Joe Bloggs' to look at his whatever". With a simple and easy route card to follow, maybe taking in or identifying some interesting historical or scenic places on route is a very simple and easy format. Why do some organisers insist on the secrecy of the destination or where the route is actually taking us? Optional driving tests etc could still be held at an off-the-main road venue to satisfy the highly competitive members' egos. There would also be no need for any check points en route which also cause roadside chaos where we are asked to recognise a photo of some obscure make of vehicle, or guess the number of turns a nut will take to travel the length of a bolt, and other totally pointless questions, just to help find a winner. Veteran leather-cone clutches

really love these queues, and that is why much to the marshals' concerns, I now drive straight past these hold ups.

Also, do we really need to go round that boring country block twice in different directions just to make up the mileage or go down that dead end street just to be clocked in at the secret check at the end, and holdups at a roundabout while each entrant works out which road is the 22nd on their right only to find out that it is straight ahead, and other pointless exercises for the sole purpose of frustrating the driver and crew just to find a winner. It will also mean that I will no longer be verbally hassled by PV and PWV owners cruising at 30mph, having passed them easily on the open road in my 1909 Veteran car, while I cruise comfortably at 40mph.

Get rid of the time trials and average speeds on public roads and we will drive our cars safely at the cruising speed they were designed to be run at, and that we the owners are happy with, and we will all be winners, especially the navigator, family, and other road users.

Let's sort it out before the Government does.

Ivan D. Taylor

Dear Sir,

My friend, Tom Robinson, Vice-Chairman of The Triumph Razoredge Owners Club (UK), is anxious to contact a Mr Kean or Keane, who presumably, owns a Triumph Renown (or similar) in NZ. If anyone knows of such a person, could they please advise me as Tom has inadvertently deleted the person's email. Thank you,

Peter Faber

peterfaber@xtra.co.nz

Dear Sirs

I am planning a visit to NZ next Feb.

I would like to offer an exchange with my house in the middle of York, by the river, for a holiday home in NZ somewhere. York is very central in England, approx 2 hours from London or Edinburgh by high speed train.

This exchange need not be simultaneous, as I'm sure any self respecting Kiwi would rather visit GB in warmer weather, and we can easily not be there for a while in the summer of 2008.

Also, I am looking for a good running 1930 Ford A pickup, not immaculate, but sound.

I am a keen VSCC member in the UK.

Mike Holt

bugattiste1@mac.com

Dear Sir,

I notice in the latest membership listing that my Grant car has a vehicle status of S which equates as restored but unlicensed.

As a VIC number is part of the progression from a heap of bits to registration, how do I achieve R status, which is restored, roadworthy and licenced? An explanation in *Beaded Wheels* would be welcomed.

Barrie Grant

Reply to Mr Grant from Rod Brayshaw, VCCNZ Registrar

The Vehicle Technical Code has listed under, 3. VEHICLE CLASSIFICATION
3.5 VEHICLE STATUS

O Original, Roadworthy and Licensed

R Restored, Roadworthy and Licensed

U Under Restoration

S In Storage (Includes Roadworthy vehicles not currently Licenced)

P Incomplete

The definitions O R U S P originated from our original status system that was used to identify member's vehicles for the membership list. When we developed the current Vehicle Identity Card System (VIC) we incorporated these original definitions.

The progression from a reasonable collection of parts (i.e., a vehicle with some identifiers, chassis, engine, body etc.) but not enough sundry parts on hand to build up a historic vehicle is when the Status "P" should be used.

Status "S" is used when the vehicle is complete but usually is just waiting restoration, or under restoration. We added the words (Includes Roadworthy vehicles not currently Licenced) because there were a number of members who had usable vehicles that were not in current use or in collections that were not being used, hence the term "In Storage".

Once the vehicle is restored and road licensed it would be given the Status "R"

I appreciate there will be restored and previously road registered vehicles that have not seen the road for many years listed as "S" status. Also there may be some Restored vehicles that have been removed from storage and now are currently road registered that still have status "S" on their VIC. Written advice containing the current licence plate number and current vehicle details forwarded to the National office can have the database and the VIC updated to status "R".

The Vehicle Status Definitions O R U S is only for complete vehicles.

The database can be and is used to calculate the number of vehicle totals in all of the status definitions O R U S P when the VCC negotiates with the authorities.

Accuracy of course does rely on members providing up to date information to the National Office regularly. The totals are generally a good indication of the status of our membership vehicle fleet.



Dear Sir

I am a member of the VSCC, AMOC, MCC and the Triumph Registrar hoping to spend six weeks in New Zealand from just before Christmas until the end of January. I will be based near Rangiora with friends. I am a semi-retired maritime lawyer in remission from cancer this year (I hope !).

In 1986 I had a fantastic sabbatical in NZ driving around most of both islands in a 1958 David Brown Lagonda (which I still have with its Certificate of Usage sticker on the screen....), entering a Pan-NZ/Australia rally, and having a remarkable time. I am keen to try to repeat some of the drives I made all those years ago during my trip.

I am lucky enough to own (among other vehicles), a 1930 Lancia Dilambda 2 door Golfer's Coupe, an Aston Martin DB5 Convertible, a TR4A and a 1998 Porsche 993 Targa.

Would any of your members like to do a car swap? 500-1000 miles (or so) of one of my cars in the UK in the (British) summer 2008 for the same in something interesting in NZ for some of my stay?

Any thoughts or ideas would be much appreciated.

Nick Robinson

arquebuslaw@aol.co.uk

Dear Sir

I recently picked up a copy of your recruiting pamphlet for the Vintage Car Club and was attracted to the illustration of a crashed Vintage car being pulled from a river.

Does anyone know the location of that accident? My wife's grandfather, CH Guthrie was killed in 1908 when the two seater Cadillac in which he was a passenger had a blow out when crossing the Normanby bridge just south of Timaru. Mr Guthrie's fatal injury was caused by one of the hood supports being driven into his chest. The picture you have used seems to fit this accident very closely so Helen and I would be most interested in any information that can be provided.

WR Jones

2 Rondane Place, Tirohanga
Lower Hutt.



Aileen and her De Soto

THE WAY WE WERE

Words Grant Hitchings

Acting on a suggestion from North Otago Branch I visited one of their members, Mrs Aileen Woods, for a chat about her experiences with the Vintage Car Club. She lives in Oamaru and, when I met her, seemed surprisingly spry and well for a 'just turned' 80 year old – in fact my meeting was an intrusion into her preparations for an extensive overseas trip starting in two days time.

Aileen was born in Blenheim in 1927, her family moving to Kurow (inland from Oamaru) in 1932. She completed her education at Waitaki Girls' High School. It seems her interest in vehicles first surfaced when as a 10-year-old she tested her driving skill on the family Model T, demolishing the family's flower bed but gaining valuable experience, enabling her to pass the driving test at age 15.

Her first job, in the office of the Kurow Motor Company, gave Aileen all the opportunity she needed to try her hand at something more challenging and very soon she was piloting the firm's taxis and heavy vehicles, quite illegally, around the town. When, at 18, she passed the test for her heavy traffic licence, she thinks she was the first female driver in the area to qualify.

At this time a young soldier attached to the NZ 26th Battalion was engaged in the push up through Italy, and near

the end of the campaign Trooper Eion Woods was wounded. He had known Aileen before the war and had started a small contracting firm, Eion Woods Contracting, in Omarama, but since then, quite understandably, had had other things on his mind. He recovered from his wound and returned to New Zealand at the war's end and was then admitted to a sanatorium in Waipiata, a very small country township in Central Otago. A number of returning soldiers, including Eion, were found to have contracted lung complaints overseas and many of these were admitted to the Waipiata Sanatorium for specialist treatment.

After a few visits by Aileen the pair decided to marry, the wedding taking place a few days before Christmas, 1948. Eion Woods Contracting was still operating at this stage, with help from Aileen, and by a strange coincidence, just by chance a new truck was found to be necessary. A 6 ton Bedford which was bought and delivered and needing to be 'run in', was hooked to a caravan and used to ferry the happy couple around the South Island on their honeymoon. Citing compassionate grounds, Eion had obtained a month's discharge from the sanatorium and also some very valuable petrol coupons for the trip. Aileen said that they were stopped initially by traffic

police curious to know how a young couple could manage to holiday in a new truck and caravan, but when learning of Eion's military service, his illness and the reason for the trip, they became sympathetic. Aileen said that the police grapevine must have been operating well as they were stopped frequently afterwards but only for the officers to congratulate them and wish them well for their future.

Eion's parents owned and operated the only hotel in Omarama and when he was re-admitted to the Waipiata sanitorium Aileen moved into the hotel to help run it. At this time she owned a 1936 Pontiac which she used to visit her husband and was also still helping to run his company. When Eion was finally discharged from Waipiata he chose to remain in Omarama to manage his business while Aileen supervised its operations in Pukaki.

In the late forties there was major development of the Waitaki Basin and one of the projects was the construction of the Pukaki Dam. Woods Contracting was involved in this, mainly in the cartage of materials.

It is interesting to note the changes in the role of women in manual work since this time. It happened that a Woods truck was required to deliver filling material and, with no driver available, Aileen decided to drive it herself. The principal contractor insisted on a special driving test for her and when satisfied that she was suitably competent gave her a task which entailed backing a heavily loaded truck a number of times down a steep slope. She was also banned from contact with the male workers on the site who watched her first attempt to negotiate the slope, loudly proclaiming their scepticism at the ability of a female driver to do this work. Aileen said they were strangely quiet though when

she completed the job satisfactorily and without problems.

With the completion of the Pukaki Dam, Eion Woods Contracting Ltd was wound up, although Eion kept two trucks for minor work at Omarama.

In 1950 Eion and Aileen took over the running of the Omarama Hotel themselves, selling one truck and retaining the other for carting the hotel necessities. Later Eion re-established his business, leaving Aileen to manage the hotel as well as raise their four children. Her duties included running the bar and cooking the meals, which on most days required breakfasts for contractors at 6am followed by lunch and dinner, the three meals being cooked on an old coal range. Up to 1960 at Omarama, electricity had to be provided by a generator and was only used for lighting purposes. There was no refrigeration. Then, when Eion became unwell again, she added the running of his company to her already overstocked list of duties.

Eion had always had a fascination for old cars and at a young age was driving his father's car—a Stutz, so when in 1972 they sold the hotel and built a new home in Omarama he erected a large shed as well, for displaying the collection of Vintage and classic vehicles and farm machinery that he had accumulated. Finally parting with his company, Eion then drove for the Mt Cook Company based in Queenstown, and with the children now at boarding school Aileen joined him working for the same firm in their office at the Coronet Skifield.

Not one to settle easily, she looked for another challenge and found it back in Omarama where she opened a craft shop in 1977. It sold all New Zealand made products including sheep skins, pottery and souvenirs and although originally intending to move on after two years, she

eventually sold it 11 years later. The shop is now one of the main tourist attractions in Omarama.

Eion died in 1995 and a year later his vehicle collection was disposed of. Aileen retained a 1930 Ford A, a favourite of her husband, a 1928 De Soto and a very special Pontiac convertible. This is a 1963 model and the parent company in the USA maintain that it is the only one of the model surviving. Presently it is with Aileen's daughter in Te Anau where it is popular as a wedding car. Three years after Eion's death Aileen built a house and settled in Oamaru, the downsizing necessitating the sale of her Model A.

Eion was an early member of the VCC and Aileen joined 27 years ago, the pair supporting the Canterbury Branch rallies until the North Otago Branch was formed in 1960. She is active in branch affairs, frequently driving her De Soto car with a voluntary passenger for company.

Probably one of the greatest disappointments in her life concerns her attempt to fly light aircraft. Eion passed his pilot's licence soon after the war's end and the two spent many happy hours in the skies over North Otago. Later, full of enthusiasm, Aileen presented herself to undertake a flying course but to no avail – turned down through colour blindness.

As well as an interest in tennis—she was a tennis rep—she plays Mah Jong and has membership of the local Probus and Travel Clubs and works for the Save the Children shop.

Visiting Aileen meant missing the afternoon run on my motorcycle rally—I have no regrets. She is a remarkable lady.

DM

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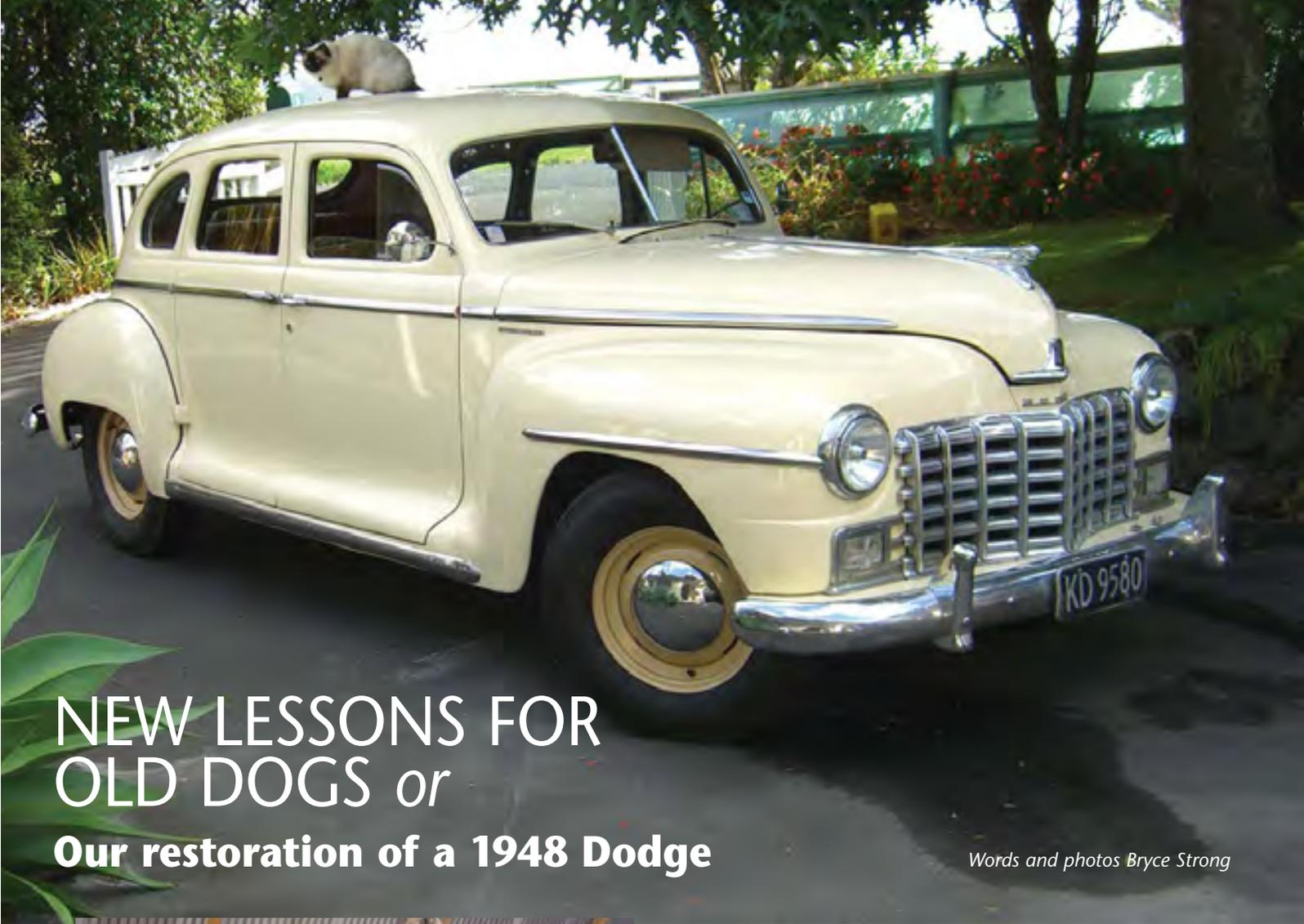
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NEW LESSONS FOR OLD DOGS *or* Our restoration of a 1948 Dodge

Words and photos Bryce Strong

This restoration started in 2002— over a few beers, as many probably do.

My boating friend Murray had owned the Dodge in question for 20 years, and had rallied it often, with its longest trip being around the South Island. He had previously paid a panel beater to panel and paint the car, but had never been entirely happy about the finished result, as the front body panels never seemed to fit very well.

He was never to do the Vero International Rally in January 2006, and suggested that he would use his 1948 Chrysler Windsor, and that my wife Christine and I could use the Dodge, after he and I had rebuilt it!

Other than in my youth (many years ago) when I had often worked on our old cars to keep them going, I had previously never been involved with older cars, and certainly not with the Vintage car movement.

Either the beer was mellowing me out, or the ongoing work on my 42' (13m) traditional timber displacement launch must have slipped my mind, but the evening ended with an agreement that I would buy the Dodge for the paltry sum of \$10, and together Murray and I would rebuild it!

At the end of the evening I asked Murray how much did he think that the rebuild would cost? He thought about \$10-\$12K. Privately I thought that he had wildly overestimated this, as the car had been a good runner, and was all there and in good visible condition. I thought maybe \$5-\$6K! Three years later, 99.5% completed, and on the road to Invercargill, over \$14K had been invested in the restoration!



And so the rebuild started, and followed a pattern many members would be familiar with:

- Body off, all doors, bonnet, boot and chrome removed, boot floor and rear body mounts repaired
- Body to panelbeater for A pillar repairs
- All door gear (winders, door locks, etc) removed
- Doors, bonnet, boot lid taken back to bare metal, etch-primed and undercoated
- Engine and radiator out
- Clean and repaint chassis, overhaul complete braking system, replace shocks
- Engine and radiator back into chassis
- Body back onto car, prepared and undercoated several times
- Doors, bonnet and boot attached back to body
- Car back to painter and finish coat applied
- All chrome and fittings reinstalled
- New wiring loom and battery installed
- Get engine running and register, WOF, and VCC Certification

Sounds really simple, but that lot took us almost three years!

And now for the 'New lesson for old dogs'!

The motor had been sitting 'dry' for about six years. After getting back on the road, I decided to use her as a daily driver for three weeks to ensure that all was well mechanically, so that we could take her to Invercargill with confidence.

Finally the big day arrived, and we departed for Invercargill! We took the scenic route down the back of Lake Taupo, and after negotiating the hills before Turangi the engine started overheating. We checked water levels and carried on,

but the problem got worse the further we proceeded south. At Palmerston North we stopped at a friend's house, removed the radiator hoses and back-flushed the radiator, but by the time we reached Wellington she had overheated again.

We had to catch a ferry, so battled on, with great difficulties getting down the Kaikoura coast on a very hot day. At Christchurch we had the time to arrange for the radiator to be pulled, and had a new core fitted.

Our problem was blocked radiator tubes, caused by rust and slag from the engine. When a motor sits dry for an extended time the rust and slag dries, and only breaks away when the engine reaches normal to high running temperatures over a long drive. Running up and down the relatively flat Auckland motorway system never got the engine hot enough for this to become a problem, but the North Island hills certainly did!

When reinstalling the re-cored radiator the radiator man fitted a 'filter sock' in the top hose to ensure that this would not happen in the future. When I commented that I wish someone had told me about the 'sock' he said—"we are here to sell you radiators, not socks!" Hopefully someone else will learn from my experience!

After that the car performed well, and we enjoyed the rally and our time in the beautiful South Island.

A few months afterwards we decided to enter the Waikato Double 50 Rally, and while sitting at the start line the engine suddenly developed an ominous knock. That was the end of that rally for us, and we arranged to store her locally (thanks to a Waikato member) until we could make arrangements to get her back to Auckland.

Upon pulling the head and sump we found that a piece of a ring had broken off and travelled up the bore onto the top of its piston, where it was hammering away trying to get out! We have now removed



Photos from top: Front body mount.

Engine and transmission ready to go in.

Engine installed.

the front end of the car (the inner and outer front guards, grille and radiator unbolt as a complete unit on Chrysler products), pulled the motor and have completed a major engine re-build. Now up to \$16.5k!

Aren't old cars fun?

bw



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Beaded Wheels cap!

Here at Beaded Wheels we are always on the lookout for a good article for a future issue and we are now actively seeking more contributions.

To encourage you to put pen to paper two lucky authors per issue will win a coveted limited edition Beaded Wheels cap.

We can accept articles in handwriting, typed or completed on a computer (any common word-processing program is okay) and they can be posted to: Beaded Wheels, P O Box 13140, Christchurch or email beadedwheels@vcc.org.nz High resolution digital photos are acceptable if taken using a minimum four mega pixel digital camera set at a high resolution.

Please contact me if you wish to discuss an idea for an article.

Kevin Clarkson, Chairman Beaded Wheels Editorial Committee

Phone hm 03 385 9821, wk 029 236 3796 (leave your name/number if engaged)
email kevin@vcc.org.nz

The lucky winners of the Beaded Wheels caps for this issue are Bryce Strong and Les Bennett. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.



Left: view of castle at Campbell Park

M & P O'Sullivan's Morris truck outside the old blacksmith's shop in Duntroon.



Waimate Branch Teapot Run May 13th 2007

Words and photographs Liz Chynoweth

The day was magnificent and a group of more than 20 people with 11 cars congregated at the Waimate Branch clubrooms for a cup of tea and biscuits. Among them were some new members and also members from the neighbouring South Canterbury Branch.

The challenge was to get to the fantastic castle of Robert Campbell Park Estate at Otekaieke, North Otago, where we were to be shown around and entertained. This was quite a challenge as our Club Captain produced some unusual instructions. However, after a small detour all vehicles made it to a planned stop at the old blacksmiths shop in Duntroon, (even after locating a runaway hubcap) and at this point we linked up with the North Otago members who had followed a designated route from Oamaru as part of their

Ladies' Run. From here we proceeded to Campbell Park, which appeared absolutely stunning as we drove through the gates. Following the guided tour and informative history of the estate many enjoyed the picturesque grounds as they consumed their picnic lunches, while others dined in style at the Campbell Park restaurant facility, enjoying the company of members from the local heritage groups who were dressed in their finest regalia.

After a relaxing amble around the grounds and a chat the participants then slowly left and travelled into North Otago to visit Brookstead Homestead near Ngapara. Brookstead is another superb old homestead, with great views and surroundings. Upon completing a tour of house and garden we followed our instructions and

returned to the clubrooms for a late but refreshing afternoon tea.

Owen and Lorraine Richardson were awarded the Teapot Trophy in recognition of their enthusiastic participation in recent branch events.

The day was enjoyed so much that no one wanted to leave and it is great to see participation from neighbouring branches and long may it continue.

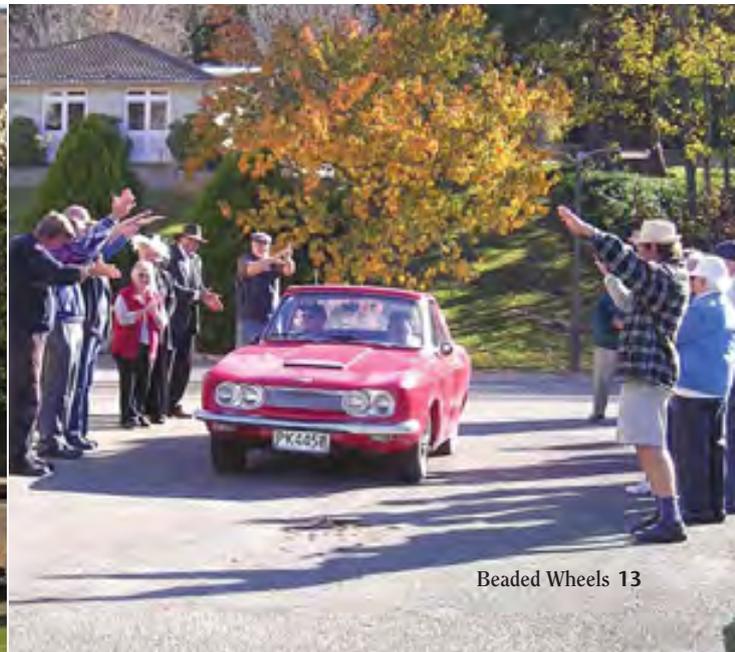
Those who attended would highly recommend Campbell Park as a place to visit. Until the late 1980s it was operated by the government as a special school for disadvantaged boys, but is currently available to groups for the running of events and conferences.

bw

Cars lined up on arrival at Campbell Park



Guard of Honour for K Blackman on his arrival at Campbell Park in his Bond Equipe.





The year was 1934.
 War clouds were gathering.
 A historic meeting took place between a
 59-year old car designer and the
 Reich Ministry of Transport that
 changed the future of the motor car
 industry in Europe.

Porsche and the Beetle

Words Titus De Silva

Photos Porsche AG, Historical Archives

1940. Ferdinand Porsche in Vienna with an experimental Volkswagen. Even at this late stage, development work on the Volkswagen continued unceasingly, with detail improvements to the engine receiving special attention



Above: Photo Titus de Silva

The car designer was Ferdinand Porsche, who made his dream come true after years of tribulations. He was an engineer and a designer and was not politically motivated. But he was determined to fulfil his dream of a small affordable car, amidst political upheavals, and for which he paid a huge price following World War II.

Ferdinand Porsche was born on September 3, 1875 in Maffersdorf, a small town in Bohemia which is now a part of the Czech Republic. Electricity was unknown and he was 15 years old when he encountered it as an apprentice to a tinsmith. He was so fascinated by electricity that he installed lights, chimes and an intercom in his father's house. Porsche attended the Reichenberg Trade School to train as a factory foreman but he did not shine as a scholar.

Left 1937. Ferdinand Porsche seen with a car from the W30 series of Volkswagen prototypes. This car already had an all-steel body, steel running-gear components and the familiar flat-four four-stroke engine. The first of this series of cars, like all the previous prototypes, was built in the double garage of Porsche's villa in Stuttgart; the remaining 29 cars were built by Daimler-Benz in Stuttgart-Untertürkheim

Porsche's career started at the bottom at the Bela Egger Electrical Company in Fernkornngasse as a labourer, sweeping floors and greasing machinery. After four years, he was placed in charge of the experimental shop at the plant. Soon, he produced motorised vehicles for which he won grand prizes. Under Jacob Lohner, the owner of a coach building company, he produced a motorised car, the Porsche-Lohner Chaise, which was displayed at the 1900 World Exhibition in Paris. In 1906, he joined Austro-Daimler where he became the Technical Director and, subsequently, the Chief Executive. He continued to work on motor car designs and his contributions to the industry were recognised when the Vienna Technical Institute awarded him the honorary doctorate, "Dr. tech. h.c." During this period he successfully designed and produced racing cars, winning 43 out of 53 races with the 1922 design. After 18 years he left Austro-Daimler, disagreeing with the company over its future direction.

At Daimler Motor Company in Stuttgart, he moved on to the position of Technical Director. His enthusiasm for motor car designs continued and here he improved the design of the German Daimler Saloon—Mercedes. A second honorary doctorate was then awarded by the Stuttgart Technical University. At this stage Porsche received an offer from Vienna's Steyr Works which had changed production from arms to motor vehicles. Here too, he rose to the position of Technical Director, board member and Chief Engineer. Owing to the Great Depression, Steyr collapsed leaving Porsche unemployed. Shortly afterwards he set up his own consulting firm employing several of his former skilled co-workers.

Fritz Neumeyer of Neuremburg's Zündapp Works, Germany's biggest motorcycle manufacturer, realised that the time was right for a small car and decided to fund Porsche's project. Porsche's small car was called Type 12, and it looked like a beetle. However, when Fritz's motorcycle business became successful he withdrew his sponsorship. NSU then took over the sponsorship and Porsche was able to design the type 32 car. Later, NSU lost interest owing to high tooling costs. Nothing happened until Hitler decided to motorise the German nation.

Today's VW can be traced back to the early 1920s and it was at Austro-Daimler that Porsche first thought of his "people's car". Hitler's enthusiasm, too, for a small affordable car could not be underestimated. In 1933, at the Berlin Motor Show, he boasted about a "People's Car" (Volkswagen) and later in the following year he summoned Porsche to the Kaiserhof Hotel in Berlin to discuss the idea of a small car. Here, Hitler outlined his idea of a "People's Car": to carry five passengers, have a maximum speed of 62 mph at 33 mpg and cost only 1000RM.

Porsche continued to work on the "People's Car" and in 1934 he submitted a prototype. A contract was drawn up between the RDA (Association of German Automakers) and Porsche's Stuttgart firm. He was given ten months to finish the project. But RDA deliberately delayed the project and as a result Porsche missed the deadline. Hitler realised who was responsible for the delay and instructed the project to be taken over by the government. From June to December 1935, three prototypes, called "V1" were delivered. The following year, 30 cars called "W30" were produced. Production then changed hands and GeZuVor (the Group Planning the German's People's Car) became responsible for the project. GeZuVor was a part of the German workforce and the car was named



1950. Ferdinand Porsche with a Volkswagen built after the war



In front of the Porsche mansion in the year 1937. On the left a Porsche type 60 (W30), on the right a V3.

KdF-Wagen. Commencing 15 May 1937, the prototypes were rigorously tested by SS soldiers over the period of a year. Results of the road tests enabled Porsche to make the necessary modifications to the "People's Car." The beetle was now the recognisable shape familiar to us now.

Since the facilities for production were inadequate, Hitler decided to build a town called KdF Stadt in May 1938. (After the war the town was renamed Wolfsburg.) The Second World War broke out in September 1939 and the future of the Beetle took a new turn. In order to make the "People's Car" available to the public, Hitler announced a savings scheme. Under this scheme, people could save five RM stamps each week and when 200 stamps were saved, the car would be delivered. But the thousands who collected the stamps never received a Beetle.

Prior to the the war period, Porsche was asked to modify the VW for military use. For his work, Porsche won several awards and among them was the Adolf Hitler's German National Prize, the German equivalent of the Nobel prize.

Two thirds of the workers in the KdF factory during the war years 1940–1945 were slave labour and the vast majority were foreign prisoners. In 1939, several VW38s and VW39s were constructed in Stuttgart-Zuffenhausen by regular Porsche workers. When these cars were introduced, Hitler changed the name to KdF Wagen (Kraft durch Freude—"Strength through Joy"). Towards the latter stages of WWII, Berlin ordered the machinery to be transferred to mines in the metallurgical district near the Belgian-Luxemborg border. This decision was crucial to the future of the VW. By the end of WWII two thirds of the factory had been destroyed, but the power station remained intact. Early in the summer of 1945, British and American soldiers arrived to set up a repair shop for British army vehicles and a Major Hurst was placed in charge of the factory.

In 1945 the KdF plant was incorporated into "Wolfsburg Motor Works" and cars were produced from whatever spare parts they could find. After the appointment of Heinz Nordhoff as the VW factory General Director in 1948, the Volkswagen range expanded and two factories were built to produce prototype convertible versions of the Beetle.

When the war ended, Porsche was in Gmünd, Austria and was arrested. He was ordered to Frankfurt to be interrogated with other Third Reich officials.

Porsche spent three months in the 'Dustbin', a castle outside the city. Ironically, Albert Speer, the former Minister for Arms and Munitions, who was also under arrest, defended Porsche and Porsche was released. It was not smooth sailing for Porsche. In November 1945, a French officer accompa-

nied by a former Porsche engineer invited him to visit French headquarters in Baden-Baden. France wanted him to build a true "People's Car" with a French look. Unaware of this plan, he accepted the invitation. So, in December 1945, he was arrested for the second time. Porsche was charged with violating the Hague Convention governing the treatment of war prisoners. Several other charges followed. He spent two years in Dijon prison, an ancient unheated dungeon. In August 1947, he was acquitted of all charges and released.

While he was in prison his son Ferry Porsche continued to run the plant in Gmünd, Austria. The company started producing the Porsche 356. In 1949, the family returned to Stuttgart and with the help of Volkswagen dealers, Porsche was able to manufacture Porsche 356s. Later, Porsche was contracted by Volkswagen for consulting work for which he received a royalty on every Volkswagen Type 1 (Beetle) car manufactured.

Porsche lived to see the 100,000th Volkswagen leave the factory in March 1950. He was still fond of the Wolfsburg factory and in November 1950 he witnessed the production of Volkswagen for the first time since WWII. His association with the former Nazi leaders, building military vehicles during WWII and employing POW labour in the factory, did not deter people from admiring him on his 75th birthday, as a person who left a legacy comparable to none. On January 30, 1951, he passed away having suffered a stroke.

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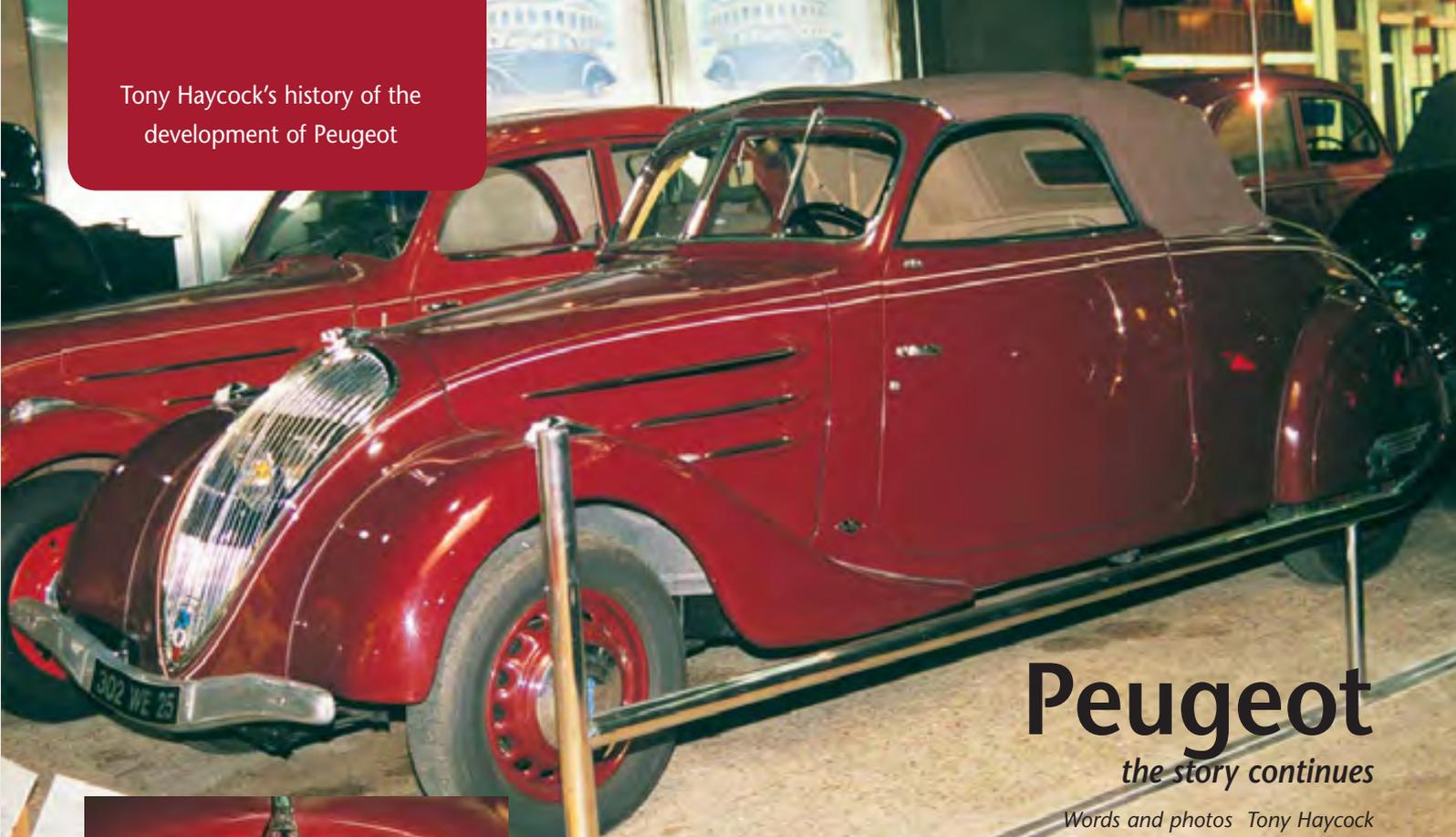
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Peugeot

the story continues

Words and photos Tony Haycock



1938 Peugeot 4022 B Legere.



1927 Peugeot type 174, sleeve valve.



1938 Peugeot 402 diesel.

Fortunately for the motoring peasantry, the original type 161 Quadrilette was updated in 1923. Now known as the type 172, the passenger was no longer relegated to the back seat. A bit of extra width in the body meant the seats were almost side-by-side. They were still slightly staggered, but only by a few centimetres.

As Europe slowly recovered from the deprivations of WWI, so the range of vehicles to choose from expanded. From 1920 the top of the range cars followed the engineering dead end known as the Knight sleeve-valve engine. An American concept also used by the British Daimler and BSA concerns, along with French grand routiers Panhard and the avant-garde Voisin, these engines were very smooth and powerful. With the added bonus of being very silent in operation, they seemed like the ideal engine for a luxury car. Peugeot used a six litre version which was also put to good use in motorsport, with strong performances in the Targa Florio and also a four litre version used in the Touring Car Grand Prix in 1923. Unfortunately the extra complexity of the engine, along with excessive oil consumption once slightly worn, spelt the demise of the “silent Knight” by the finish of the decade.

The Great Depression caused the downfall of many motor manufacturers, and Peugeot had to take a close look at themselves to ensure their future. In 1929 the model range was reduced dramatically and, at the Paris Salon held near the end of the year, a model was introduced

which was as important to the company's survival as the 205 was to prove 54 years later. The 201 was in all respects a totally conventional European car of the era. Small and somewhat underpowered with its 1122cc, 4 cylinder engine producing 23hp, it came in three body styles—four door sedan, four seater tourer or three seat cabriolet. With Peugeot realising that cost and value for money were all important in those desperate times, the little 201 was the sales success needed. It was also the first model to use the central 0 on the model number. Contrary to popular theory this was not to make a hole for the crank handle to fit. Simply having started at Type 1, 201 was reached in normal numerical order. It was then that someone in the marketing department seized on this as a good way to differentiate between the different models, and so 101 to 909 were registered as Peugeot trade marks, and protected accordingly. As an example, in the early 1960s Porsche produced a car to be known as the 901. Peugeot protested and the 911 has been around ever since. Much prized among automobilia collectors are very early Porsche sales brochures for the 901 which were printed before the name was changed.

The first number denotes the size of the car; 1 for the super minis, 2 and 3 for small to medium cars, 4 and 5 for full size family cars, 6 for luxury, 8 for MPVs and 9 for sports racing cars. Following a central 0, the last number denotes where in the range the model fits i.e. 504 was followed



Clockwise from top left: 1919 Peugeot type 167, Grand Prix centenary, Le Sarthe, France 2006.
 Peugeot type 172, Gordon Miller, Melbourne.
 1935 Peugeot 401 eclipse, retractable hard top.
 Peugeot type 177b, Barry Barnes, Timaru.
 Left: 1938 Peugeot Darl'mat Special Sport.

So this was the reason for what were possibly the most dramatic and elegant Peugeots ever, the -02 series. First to be released was the 402 in 1936. Long, low and sleek with no running boards, it had genuine aerodynamic styling, with the headlights set close together behind the radiator grille, and was powered by an all new 1991cc ohv 4 cylinder engine with an alloy head. The Cotal electro-magnetic gearbox was also an option. By 1939 the range included the 202 and 302 as well, with a huge array of variants to choose from. One of the more interesting was a car built on the smaller 302 chassis, with the bigger 402 engine and the tiny 202 body perched on top. Sold as the 402B Legère it was a genuine sporting salon, and fared well in private hands in the Monte Carlo Rally. Under development at the same time was a 3.1 litre ohv V8, but this project was curtailed by the outbreak of war.

Most manufacturers take a somewhat dim view of someone modifying their products before on-selling them to the public, but in the case of Peugeot and their main Paris dealer, Emile Darl'mat, this was not so. Working with Parisian dentist George Paulin, who had patented an ingenious retracting metal roof, he went into limited production with the 402, the forerunner of the current 206CC and 307CC. In 1936 you could buy a 402 Eclipse Transformable électrique. A genuine electrically operated retractable hard top. And in case you did not trust French electrical systems, a version with a manually operated roof was also produced.

As well as the Eclipse, Darl'mat also produced a very pretty line of 302 and 402 "special sport" roadsters and coupes. With lines not dissimilar to the post war XK Jaguars, these little cars with 70hp engines finished seventh, eighth and tenth in the 1937 Le Mans 24hrs, and in 1938 won the 2 litre class.

As we all know, war broke out soon after, and that is another series of chapters in the Peugeot story.

by 505, 405 by 406 etc. The only exception to this rule was the 309. Designed as a Talbot and almost ready for production before Peugeot's near-fatal decision to take over Chrysler Europe, it was given a quick makeover to give it the "family" look, and produced with the mechanicals of the 205, hitting the road in 1985. The -09 model designation was to show it wasn't totally a Peugeot. Having said that, it was also one of the most under-rated cars of the time, and in ride and handling far outshone its far more highly regarded little brother and donor 205.

Despite having styling updated annually, and also being promoted in 1932 as the first mass produced car to have independent front suspension (Lancia and Sizaire Naudin, as well as the quirky British Morgan can rightfully claim to have been there earlier) the 201, along with the rest of the -01 series was reaching the end of its life. Citroen had released the Traction Avant, and despite reliability problems which forced the company and its creator Andre Citroen into bankruptcy, sales were booming, and the takeover of the ailing firm by the Michelin family saw one of Peugeot's major competitors on a firm financial footing for the first time. Obviously something dramatic was needed.

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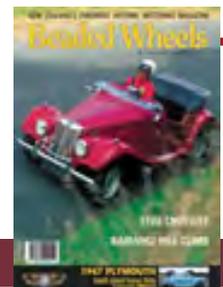
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National North Island Easter Rally

Words by Rodney Clague and Tony Bartlett Photos Ron Hopps

April 6-9 2007

Entrants vehicles assembled at Rere School for the lunch break.

Gisborne has a reputation as the place where you are guaranteed to get rain at national rallies (just ask any motor-cyclist who attended the National Motor Cycle Rally in 1992), but this year the weather gods smiled upon the rallyists for the entire weekend—in fact they even smiled upon the North Island Club Captain's Tour which preceded our rally, with, I understand, only one or two days of rain for the entire period.

The tour entrants arrived in town on the Tuesday and were offered optional half-day and all-day runs to places of interest including the Tarndale Slip, Eastwoodhill Arboretum, Mahia and a city sights tour, all of which were well-supported. The Tarndale Slip is one of the largest earth movements in the world. It now covers an area of 50 hectares (124 acres) and the soil from the slip has raised the bed of the river below by about 30 metres. The erosion problems began over a century ago when settlers deforested unstable hill country for pasture. A road at the head of the slip was abandoned in 2002 and is now a razorback that is even difficult to negotiate on foot!

Eastwoodhill Arboretum has the most extensive collection of northern hemisphere trees in the southern hemisphere. It is largely the work of the late Douglas Cook, a man considered eccentric by his neighbours, not only because of his planting but also because he was a nudist who wore nothing but a sunhat and a boot on his right foot, a man needs something of substance to drive his spade into heavy soil! Part of Cook's drive in the 1950s was his wish to have a good repository of European plant species in case nuclear devastation should wipe them out in their countries of origin. Eastwoodhill has received an international award as a collection of outstanding merit.

Encouraged by the gesture made by the local authorities at the 2006 International Rally in Invercargill, a request to the Gisborne District Council resulted in the participants of the Club Captain's Tour being granted free parking in the city in the lead-up to the weekend. This served to heighten public awareness of the rally.

Most of the rallyists (180 in total) arrived during the day on Friday, and were welcomed by the Mayor's nominee, Brian Wilson, at a noggin and natter that evening. The entire event was based at the Showgrounds Park and Event Centre, with suitable motel accommodation nearby to satisfy all preferences.

Saturday saw the entrants set off on their choice of three runs, the long one of 150 miles taking them north through Te Karaka and then on back roads to Matawai, and then on to Rere School for the lunch break. Following lunch they travelled through Tahunga and Pehiri and back to headquarters for a welcome cup of tea.

The medium route of 90 miles went north and took entrants through Patutahi and Ngatapa to Rere, and then on to their lunch stop at Tahunga Golf Course. They then continued through Pehiri back to headquarters. The short route of 70 miles went directly to Rere School for lunch and travelled back to headquarters via Patutahi. Feedback from the golf club and school communities indicates that they were delighted to have been of assistance in hosting the lunches.

Saturday night was a barbecue tea which had 350 people dining within 40 minutes from the time the first meal was dished up by a local service club. A rolling raffle that evening was well patronised and provided some light entertainment.

Sunday was public display day, with rally and local vehicles lined up around the show ring. The North Island chapter of the Early Ford V8 Club was in town that weekend too, and they were invited to park their 50 or so vehicles in the centre of the ring for around an hour while their members viewed our vehicles. A gymkhana was held during the day with one member of each branch team entered for the Maxwell Trophy, as well as an Entrant's Choice competition. The public were also invited to take part in the People's Choice for the Todd Park Trophy. Perfect weather conditions helped to generate a good response from the public on the day. While entrants could have complimentary cups of tea or coffee at rally headquarters, the public was catered for by several local groups; the Country Women's Institute provided cake slices and cups of tea, the Kiwanis sold chips and hot dogs, a local scout group ran a sausage sizzle, Mr Whippy sold ice creams and a specialised coffee cart attended.



Camp oven dinner. Sunday night's roast dinner being prepared in 22 camp ovens over open fires. 380 people were served in less than 40 minutes – and it was delicious! Photo Rodney Clague.



1924 Austin 7, Joe Leete, Havelock North.



Maxwell Trophy, winners were Waikato Branch Team No. 2.



1909 Darracq, Reece Burnett (Hamilton). Placed third in Veteran Class and winner of the Todd Park Trophy (people's choice).



Reece Burnett, Hamilton, receives the Todd Park Trophy as voted by the people's choice.



1915 GWK Geoff and Diane Quarrie, Napier. Winner of the Short Run, winner of the Veteran Class.

Many of the rallyists took advantage of an opportunity to ride on a train pulled by the fully restored 1897 Wa165 steam locomotive, or the restored 1922 tugboat *Takitimu*. We are told that the morning boat trip was accompanied by dolphins which were an added and unexpected attraction.

Sunday evening was the final dinner and presentation of prizes. The dinner, apart from the greens, was cooked on-site in 22 camp ovens by a group of friends who call themselves Old Colonial Catering. The mouth-watering smell of this meal in preparation wafted around the rally venue throughout the afternoon, whetting the appetite; and the meal sure lived up to expectations when it reached our plates. Again it took less than 40 minutes to serve the 380 diners, a magnificent effort. There had been concerns that, due to the dry conditions, the dinner organisers may not

have been able to light the fires for the camp ovens due to fire restrictions, but fortunately these were lifted just days prior to Easter.

Following dinner we were entertained by members of Centre Stage Theatre Troupe who provided a hilarious finale prior to the prize-giving. Their humorous skits at times had the entrants in stitches. We were pleased to have with us for the evening Past President Leigh Craythorne and husband Tony, Management Committee members Bob Ballantyne, Diane Quarrie and Tony Bartlett and ex-member Dave Allbon, North Island Club Captain Rob Knight, along with 2012 International Rally director Bruce Hutton, and life member Roger White.

Entries were received from six Veterans, 54 Vintage, 24 Post Vintage, 49 post war and 47 post-60 vehicles. Eight commercial



1955 Austin A30 Van, Ron Dixon, Waipu, Commercial Class winner.

Right Model AA Truck Joe & Jill Scott, Tauranga.



vehicles were entered; there were no motor-cycle entries. Throughout the rally mechanical assistance and workshop facilities were made available to entrants who experienced problems or mishaps with their vehicle. Repairs included a generator with burned out brushes, two exhaust systems that fell off, a differential with seized spider gears and a blown head gasket. All of these things were remedied apart from the vehicle with the blown head gasket, which needed to be trucked out of town.

Verbal feedback on the rally from the entrants has been complimentary, indicating that we got the formula right for an enjoyable rally. Reports that appeared in branch magazines were also favourable. Impressions of the rally are best indicated by the following quotes from entrants:

"A lot of metal roads but in good condition - not too shingly and our vehicles seemed to enjoy it"

"We had a good run . . . taking us through vineyards, cornfields and farmland, on through bush, along riverside roads"

"A delightful trip on the boat, with the good fortune to be followed by frolicking dolphins"

"The train was given a red light...why? ...because the railway runs across the airport runway and there was a plane coming in to land...a unique event"

"The weather could not have been better. A great rally over some equally great unfamiliar roads, coupled with very pleasant company. What more could we ask for?"

bw

RESULTS

1st Short Run	Diane & Geoff Quarrie, Napier	1915 GWK
1st Medium Run	George Bond, Edgecumbe	1926 Hupmobile
1st Long Run	Stephen Winterbottom, Pukekohe	1928 Sunbeam
Veteran		
1	Diane & Geoff Quarrie, Napier	1915 GWK
2	Walter & Alison McFarland, Whakatane	1915 Studebaker
3	Reece Burnett, Hamilton	1909 Darracq
Vintage		
1	Stephen Winterbottom, Pukekohe	1928 Sunbeam
2	George Bond, Edgecumbe	1926 Hupmobile
3	Peter Webster, Whangamata	1928 Ford A
Post Vintage		
1	Peter Creighton, Palmerston North	1937 Oldsmobile
2	Ray & Prim Stevenson, Gisborne	1936 Morris 8
3	Wally Spence, Matamata	1939 Daimler
Post War		
1	Winton Cleal, Wellington	1956 Wolseley
2	Kevin Lord, Auckland	1951 Jowett Jupiter
3	Steve & Joy Growden, Whakatane	1951 Vauxhall
Post 1960		
1	Trev Hardy, Feilding	1970 MGB GT
2	Don Missen, Cambridge	1969 Rover
3	Kelvin Davis, Hamilton	1964 MGB
Commercial Class		
1	Ron Dixon, Waipu	1955 Austin A30 Van
2	Owen Goldsmith, Tauranga	1930 Ford AA Truck
3	John & Silvia Sisson, Whakatane	1957 Austin A35 Pickup
Furthest Travelled		
	Dick Wardell, Omarama	1923 Lorraine-Dietrich
Hard Luck		
	Peter & Merrill Harris, Whangarei	1966 Singer Vogue
Most Meritorious Effort		
	Stan Matthews, Gisborne	1929 Willys Whippet
Sun Alliance Trophy (for highest percentage of Branch members attending)		
	Eastern Bay of Plenty Branch	
Todd Park Trophy (Concours based on People's Choice for vehicles on Public Display)		
	Reece Burnett, Hamilton	1909 Darracq
Maxwell Trophy (for teams entered in competitive rally events)		
	Waikato Branch Team No. 2	



2007–2008 Management. Seated l-r: Julie Cairns Administration Manager, Greg Terrill (President), John Coomber (Hon. Secretary/Treasurer).

Standing l-r: Frank Renwick (Speed Steward), Diane Ross (Mgmt Com.), Kevin Clarkson (BW Chairman), Bob Ballantyne, (Mgmt Com.), Tony Bartlett (Mgmt Com.), Rod Braysshaw (Registrar), Diane Quarrie (Mgmt Com.), Betty Wallace (Archivist).

Photo Bruce Hutton, QSM, FPSNZ

Below: Business session underway at this year's meeting.



Words Glenys McKenzie

Southland Branch President Ferg McDowell presents the John L Goddard Trophy to Noel Atley

The Southland Branch of the Vintage Car Club of New Zealand this year nominated Noel Atley for the John L Goddard Trophy for being instrumental in the creation of the very timely George Begg Tribute Weekend.

The George Begg tribute weekend was thought up when four Begg owners were at a barbeque together in 2004. Noel Atley was quickly thrust into the role of chairperson of the organising committee and spent a large amount of time every day during the following three years putting it all in place. Noel maintains "It was a big team effort really", but he was



VCCNZ National AGM '07

Words Milner Jacob (Event Organiser) Photos Steve Gieling

Friday 17 August 2007 saw VCC Branch delegates and Chairmen making their way north and south to attend the National AGM hosted by the Ashburton Branch. People from the 'other island' were met at Christchurch Airport and ferried down to Ashburton by bus and private cars, organised by Percy Ralston, our Transport Convenor. On arrival at the Hotel Ashburton everyone received their conference pack.

The Executive Meeting started right on time at 7.30pm and was finished in record time of 1¼ hours(!)—giving everyone the chance of an early night after supper.

Saturday morning saw Milner Jacob introduce Branch Chairman, Vern Ellis who welcomed everyone and called on Ashburton Deputy Mayor, John Leadley, who opened the meeting at 9.30am.

During the course of the Meeting the election of officers saw all the Management team returned unopposed.

The Notice of Motion resulted in over 1700 votes being returned, with about 1600 in favour of the Motion.

All the various reports were read out by the people concerned, indicating the national scene is in good heart and in good hands.

The next AGM will be in Tauranga hosted by the Bay of Plenty Branch.

After lunch, a local bus tour was arranged for the observers and husbands and wives of executive and management members; this was very well received by those participating.

Again after lunch a brief Executive meeting continued on from the Friday evening.

On Saturday evening 125 people enjoyed a dine and dance. Music was by the MSA Orchestra of Ashburton which contributed to a full dance floor all night!

Sunday morning had some people going home early, whilst the rest enjoyed the hospitality of the branch ladies for morning tea — the Museum and parts shed were also open.

From reports received it was a very relaxed and enjoyable weekend. bw

The Dine and Dance evening was a great success with a fantastic band encouraging many delegates and partners onto the the dance floor.



instrumental in creating 'A Tribute to George Begg' which was held in Southland in February 2007.

The main satisfaction for Noel from his hard work was being able to give the New Zealand motor sport legend George Begg the best send off before he died. His death, after a long battle with illness, came almost two months to the day after Begg visited Invercargill from his home in Australia.

Three years of planning went into this project and resulted in:

- A drive-by down Memorial Avenue, Drummond, by a good number of Begg racing cars and the F1 McLaren M23 which George worked on at the McLaren factory. The drive-by was close to the site of George's "Toyshop" where the 18 Begg's were constructed between 1964 and 1974. Preceding the drive-by were speeches by the Mayor of the Southland District Council, Jim Murdoch, and George himself. Hundreds of spectators lined the township's 'main street' to see this unique event. A celebratory lunch was then held in the Drummond Hall.
- In the evening nearly 400 people sat down to a dinner and chat-show at Invercargill's Ascot Park Hotel. Many notables were present from the USA, Hong Kong, Australia and New Zealand, with Invercargill Mayor Tim Shadbolt displaying his talents. George also demonstrated his unique sense of humour. Hosted by a former president of the Southland Sports Car

Club, Donald McDonald, and Michael Clark (Auckland) and more than 13 ex-Begg drivers this also served as the launch of the book *Tribute to George Begg*, a 52 page fully illustrated book with many previously un-published illustrations.

- On the Saturday and Sunday a number of Begg cars took part in the Leitch Motorsport/Southland Times Speed Fest at Teretonga, the circuit is celebrating its 50th birthday. A special feature was the public inspection of Begg cars on Teretonga's starting grid, the cars being swamped by hundreds of people. George was driven around the circuit on both days accompanied by David Oxtton and Graham McRae.
- Noel was racing his Begg 018 which suffered engine problems on the Saturday. In between doing everything else he managed to change the motor and have the car back again racing on the Sunday!

An unbelievable effort by a very modest Southlander!

It is remarkable that motor vehicles which were often scrapped after their motoring life have been retained, retrieved, restored and that 16 of the 18 Begg cars, built by the Drummond based racing car constructor between 1964 and 1974, were present at the Tribute. Another slice of motoring history has been preserved for the future. bw

50 Year Awards

Auckland Branch

Words by Barry Robert,
Photos by Mark Heaslip and
Shaaran Price.



Don Cameron receiving his 50 year award from Auckland Chairman Alan Price



John and Audrey Irvine with Roy and Nita Cope at the Auckland Branch AGM where they received their awards.

DON CAMERON

In an old house in Grey Lynn there is a trophy room stacked with motorcycle racing memorabilia and a wall covered with NZ Auto Cycle Union certificates for beach racing at Muriwai, Maoro Gap and Karioitahi. They include “winner of 20 mile beach race” in 1948, and a “500 cc flying mile at 111.11 m.p.h.” in 1951. Don proudly says he did that on the “Jam Tin”, a JAP engine in a Rex Acme frame, and he beat Burt Munro on the day. The Jam Tin is still in Don’s ownership today, but he won the race at Maoro Gap on a 7R AJS in 1972.

Mixed in with motorcycle racing certificates are photos of a Veteran car “as found” in 1957 (the reason for Don’s joining the Auckland Veteran & Vintage Car Club), and as rallied to Morrinsville in 1960, Haast in 1965, Sydney in 1978 and Rotorua in 1980. The car is the 1907 Sizaire-Naudin which Auto Parts had ‘saved’ (along with the 1895 Benz now in the Southward Museum).

The owner of Auto Parts, Joe Tidswell, loaned the derelict car to Don and he set about to repair it and get it in running order to take it on the AV & VCC Second Rally to Rotorua in March 1957. A run to Whangarei and the third Rotorua Rally followed where someone reported they had clocked him doing a steady 45mph, quite a speed for a Veteran at the time.

Joe Tidswell retained ownership of the Sizaire-Naudin until the late 1960s and this is the reason that the car always had dealer plates on it during that time. After Don obtained full ownership of the car it was re-restored and changed from blue and black colours to the white and tan it is today. Crank starting the 1500cc single cylinder engine has always been a challenge and Don did not run it last summer, because neither he nor his navigator, Leon Pitcher, were fit enough—nothing to do with age they say.

The partnership of one car-one owner for fifty years probably sets a record that is hard to beat, and his association with motor racing for 60 years is another story.

JOHN IRVINE

John and Audrey Irvine joined the Auckland Veteran & Vintage Car Club in July 1956 and the following year John was elected as a member of the committee. He became Club Captain in 1958 and held that position for four years. During this time the first Hunua 100 was held. After a brief spell from Club Captain John was appointed treasurer, a position he held for six years. A building fund had been established and John was involved in many inspections and studies of possible clubroom sites, using his experience as an architect to advise the committee.

Meantime, he and Audrey rallied a 1928 Austin 7 “top hat” and tried out an Alvis 14/75. This was followed with a 14/40 Sunbeam and through all of this time a 1920 Morris Oxford roadster was under restoration in the garage. John went overseas to work for

several years and while away Derek Winterbottom continued some mechanical work on the Morris and it was finally finished after John’s return to NZ around 1990. The Morris proved to be a disappointment to John as it was more like a Veteran in performance and was always last in Vintage events. It was reluctantly put up for sale and a dealer in the UK bought it, and it is now with an enthusiastic owner in Canada. In recent years John has accompanied me in my 1909 Rover, which he once “owned”. He was leader of the group which recovered the remains from a farm in Whitford, and when it was passed on to me John retained “ownership” until I had made some significant progress on its restoration. We had agreements like that in those early days—they were unwritten and we honoured them.

ROY COPE

Roy joined the Auckland Veteran & Vintage Car Club some time in 1956 and made a start with a 1925 Durant. He then discovered a 20hp Sunbeam in Titirangi and, to make room for the new “find”, he passed on the Durant to Graham Mock. Graham took the Durant to a coach house in Almorah Road where John Irvine had already started restoration of an Austin 7. The Almorah Rd group quickly expanded as a meeting place for those with an interest in restoration of old cars and this group decided to make a takeover of the Auckland club at the 1958 Annual General Meeting. Roy was elected President and six of the eight committee members were members of the rebel group. When Roy was asked why he took on the president’s job, he said “someone had to do it,” so he offered, but he did admit that he had some experience from school committee work.

Roy soon had the club running smoothly and started negotiations with the Vintage Car Club of New Zealand for amalgamation. It took some time to sort out a deal with “Christchurch” and at a special meeting held in May 1959 the Auckland Club voted to affiliate with Christchurch and become a branch of the VCC of NZ. One of the changes required was that the title of President had to go and the Auckland Branch would have a Chairman. Thus, Roy became the last President of the Auckland Veteran and Vintage Car Club Inc.

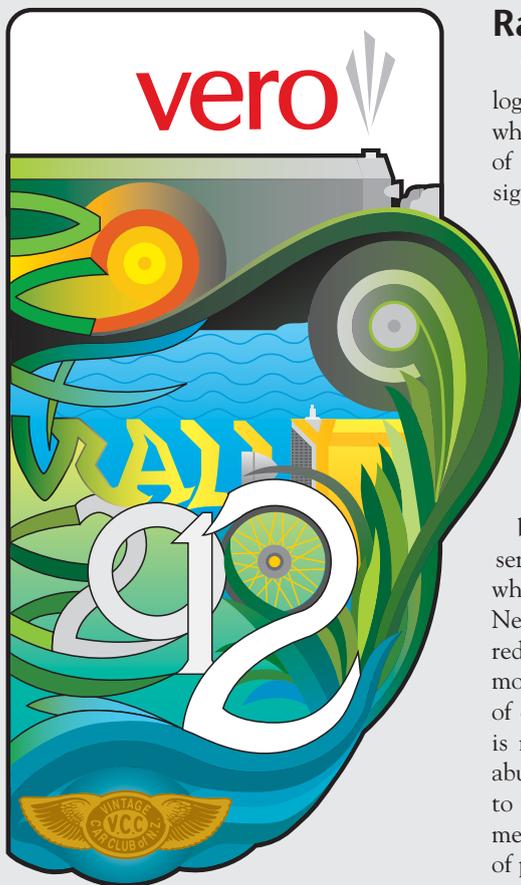
While in the position of President/Chairman Roy took over custody of the 1910 International Buggy, which was on loan to the Club from the Auckland Museum, and Roy spent many hours repairing and restoring it. The Buggy was never very reliable and it took a strong man to start it in the best of times. Roy passed it on to a younger team and moved on to motorcycles where he and Nita have enjoyed many rallies with his Ariel Square 4 and sidecar.

Roy still retains his interest in motorcycles but we see him out in his Wolseley 1500 more these days—it has wind up windows you know.

vero 2012 international rally update

Photos Bruce Hutton QSM FPSNZ

Tony Headland (left) from Vero Insurance is seen handing National President, Greg Terrill, a copy of the signed agreement for the substantial financial package that Vero has sponsored for the Vero 2012 Rally International rally to be held in Wanganui in 2012.



Rally Logo Design

This design features sponsor Vero's logo at the top, the insignia portion of which could be interpreted as a rare piece of La'Lique mascotry or a more common sight associated with early motoring; boiling coolant water erupting from a vehicle radiator. The overall design is an entwinement of characteristics in the fashion expressed in Maori carving. Other aspects of the design include stylised Manaia (ancient Maori bird representations) and flowing water which honour the history, tradition and mana of the Whanganui River and its people. The beautiful flora of the region are represented by Koro (Fern) and Karakeke (Flax) which highlights the Vintage Car Club of New Zealand's desire to acknowledge and reduce the indelible carbon type print the motor vehicle has stamped on the fabric of our fragile world. In this case Karakeke is represented by the variety Kohunga so abundant in the Wanganui Region. Prior to European settlement, Maori did not use metals and Kohunga was used for a variety of purposes particularly as cord for binding in the construction of the traditional water

words Barry Thomson QSM

transport Waka (canoe). The nectar of the Kohunga Flower was extracted to make sweetener for food or making a beverage, the native fern is represented in the Koru which develops out of the front wheel of the vehicle at top. Ika (Fish) is shown in a more modern stylisation. The year of the rally is stepped out from the start of the millennium to indicate progress of time and the advancement of the Vintage Car Club of New Zealand Inc. The millennium '2' features Manaia and Ika while the foremost '2' form a stylised swan enveloping the cars tyre nestled amongst the Kohunga and protected by the vehicle mudguard. The swan acknowledges the species contribution to the graceful beauty of Wanganui's Virginia Lake. The host city holds the design together from its vertical position at the left of the design. The foremost historical motoring Club, (Vintage Car Club of New Zealand's traditional emblem) floats at the confluence of the two sacred waters (Whanganui River and Tasman Sea) at the foot of the design. The overall design of traditional and modern styles, reflects a pleasing finish sympathetic with the Art Deco Period.



Logo Designer

words Bruce Hutton

The Vero 2012 Rally committee was lucky that Barry Thomson QSM agreed to design the rally logo as displayed on this page. Barry is a noted artist in the design and creation of memorials such as the Bronze work on the refurbished Carillon at the National War Memorial in Buckle Street, Wellington; the memorial for Police Murdered on Duty at the Royal New Zealand Police College at Porirua and the memorial for the victims of the Kowhitirangi Incident where

Stanley Graham murdered seven people in 1941. Around New Zealand many buildings are adorned with his art work and while it is a departure from the traditional, Barry's logo looks to the future. Barry is seen handing an enlarged print of the accepted logo to Tony Headland, the Manager of Vero Insurance, at the Annual General Meeting in Ashburton on 18 August 2007.



1931 MG C TYPE

or Monthléry Midget



C type

Words Keith Humphreys

Photos Keith Humphreys, John King

Sitting side by side in our single-car garage are two supercharged MGs. One is our own 1932 supercharged J2. The other is the 1931 C Type of Lawrence Poolman. This presented a not to be missed opportunity to test Lawrence's C Type, a model otherwise known as a Monthléry Midget. We have had considerable experience with our own J2, and it would be fascinating to see how a works racer compared with our well-developed car. This car has a long history of successful competition in the hands of

its previous owner, Garth Bagnall, who not only developed the car, but also, through his exceptional driving skills, was competitive against much more modern machinery, such as Mini Coopers.

The first MG Midget or M Type (1928-1932) was basically a rebodied Morris Minor, which had the Wolseley-based overhead camshaft 847cc engine and a simple fabric-covered boat-tailed body constructed by Carbodies and delivered to the Abingdon factory where MG assembled the cars. These bodies proved very popular,

but today look rather quaint and perhaps too small as a modern male of 5' 10" (1.8m) looks rather too large sitting in one. Towards the end of its production run, Carbodies paneled these bodies in steel.

Until 1928, MGs had been touring cars with the accent on comfort and average speed rather than high performance, but the popularity of Austin's 7 prompted Cecil Kimber, MG's founder, to produce the M Type when he realised there was a demand for an affordable sportscar.

Shortly after the 1928 Motor Show at Olympia, MG produced a sporting version of the M type specifically to compete in the Brooklands Double Twelve endurance race. The five cars entered stormed away with the team prize after an arduous high-speed race. Resulting from public demand, a limited run of 30 cars, known as Double Twelve Replicas, were soon in the hands of enthusiastic drivers.

Several special Midgets were produced specifically for record breaking during 1930 and the Abingdon factory prepared a prototype, designated EX 120, for Captain George Eyston and Ernest Eldridge to attempt international speed records in Class H for cars up to 750cc. MG reduced the M Type's 847cc to 743cc and a special boat-tailed body was fitted. The first attempt at the Monthléry Track in France failed, so





C rear view.



C storage in tail.



J2 knock-on



J2 Supercharger

they fitted a supercharger. Eyston wanted to crack the magic 100 mph figure for the flying mile. With an engine of only 743cc, such a record would stand for years. The attempt made at Montlhéry in the summer of 1931 was successful. Eyston drove to a record of 101 mph and then figured in an incident that would have mystified Sherlock Holmes. After finishing the record run, he swung around the track for an extra lap. As he drove out of sight of the pits, the crew heard the engine cut out. They piled into their truck and raced around the bend. There was EX 120 in flames! Only seconds remained in which to save the driver. The crew knew that the big-framed Eyston had difficulty removing himself from the tightly fitting cockpit! With frantic haste, they kicked the side panels off. The seat was empty! A desperate search of the track revealed nothing—no driver!

Eyston himself later supplied the answers. On that last lap, he discovered smoke and flames rising at his feet. Slowing the car to 60 he managed, with that last ditch strength of desperation, to jump from the car. A moment later a Frenchman, testing his Citroen, found the unconscious Eyston, put him in his car and drove across the fields to the Montlhéry hospital. There the anxious MG crew found him, quietly recuperating from his bruises, not at all

concerned about his phantom disappearance. This ended the saga of EX 120.

Following this success, Kimber immediately released details of another project for a special racing Midget designated the C Type Midget, or as it soon became better known, the Montlhéry Midget.

With EX 120 used as a test-bed for future models, and the chassis and engine details sufficiently proven at Brooklands Race Track, tooling was put in hand for the C Type. An innovation was a scuttle-mounted oil tank, float chamber controlled, which obviated the need to check oil at pit stops. This system was a great benefit to the later supercharged cars, which had particularly heavy oil consumption. A large external filler gave access to the tank at pit stops.

A specially developed twin plate clutch transferred power to the hefty ENV four-speed crash gearbox and the final drive was through straight cut bevel gears. The chassis frame was straight and parallel steel channel which underslung the rear axle and swept over the front axle. Cross-braced tubes passed through the side members and, fixed with brazed flanges, gave a strong yet flexible structure.

There was a handwheel control adjacent to the gear lever, which allows adjustment of the brakes whilst driving along with an

adjuster for the André Hartford rear shock absorbers.

The top of the scuttle for the first time sported two humps directly in front of the driver and passenger, supposedly to deflect wind over the heads of the occupants. These humps were to become the hallmark of all Midgets up to the TF of 1955. The bodies for the 44 cars produced were also made by Carbodies, better known these days as the makers of London taxis.

Straight off, the cars were successful in competition, winning the under 1500cc section of the Irish Grand Prix in June 1931, beating supercharged Austin Sevens and Rileys. Because their race time was faster than the winners of the larger engined class raced the next day, they were declared overall winners too. By the end of the season, Ronnie Horton had driven his supercharged C Type into first place in the Five Hundred Miles race at Brooklands at 96.29 mph, a speed which, only ten months earlier, EX 120 had struggled to achieve over five kilometers. Not only that, but he lapped the Outer Circuit at 115.29 mph, faster than the best 1100cc cars.

With only 44 cars made, the C Type is not only rare, but in MG enthusiasts eyes, highly sought after and consequently, rather valuable. Supposedly, only 33 remain. Apparently, none of the original C types had superchargers fitted when



Chelsea Walsh Hillclimb, Photo John King.

they left the factory, but some were later converted. In addition, the factory did not fit cross-flow heads initially, but when they became standard fitment on the J2, some were retrofitted to C types.

The Powerplus supercharger was mounted between the front chassis dumb-irons, driven off the end of the crankshaft and was designed to blow at 8-10lbs. The maximum rpm for the two-bearing engine was 7,000rpm, quite remarkable for the time. £295 in standard form was the initial advertised price, and £345 with supercharger, but the price quickly rose to £490 in standard form and £575 with supercharger, a most startling increase.

The body on Lawrence's car has no doors, and pins and finger-tightened knurled knobs, fitted by Lawrence, fix the bonnet, as the leather strap was not effective. This makes for a much more rigid body, and combines with a straight under-shield for streamlining with only the finned sump protruding. It is certainly much stiffer

and more rattle-free than our J2, which has doors and a lengthy, lift-up bonnet, which not only exposes the engine, but also the gearbox and footwells.

The instrumentation and wiring were to a high level and of a quality commensurate with international road racing standards of the day. A water pump and fan was an optional extra, the car otherwise having a thermosiphon system. Lawrence's car has a water pump whilst our J2 does not, and it has been our experience that, at sustained high speeds, with the motor producing much more power than originally intended, the thermosiphon system cannot cope with the extra energy produced and after a while one has to reduce speed to allow the cooling system to catch up.

To tidy up the historical side of these early Midgets, the J2 followed the M and D Types in 1932, utilising the C Type chassis and the 847cc overhead camshaft motor with a crossflow head. In standard form, these two-bearing motors were red lined at

6000 rpm and ours, with a Phoenix crankshaft and conrods, reportedly touched 8,200 rpm in competition—quite incredible!

The C Type also had 10-inch brake drums, but 12-inch drums were retrofitted to these when they became available on the later F Types. The J2 has only 8-inch drums, but conversion to hydraulics and appropriate brake linings on our J2 has made these adequate in competition.

The J2 became the iconic British sports car. With its raised double cowl, cutaway doors, and with the spare wheel mounted on the slab tank at the rear, it became the pattern for all MGs up to the TF. Many other makes from SS to Singer copied the same formula. Carbodies of Holyhead Road, Coventry, as well, made all of these bodies.

The subject car was delivered to its first English owner, possibly a Mr L Walker, on 28 August 1931, and imported to New Zealand in 1938 by Edmond Motors of Fort Street, Auckland. Its history between then



Lawrence's creative ability had turned a bedroom full of car parts into a delightful race machine.

I've always felt that the J2 was the more masculine of the two cars, but this can only be in looks. The C is a beautifully sculptured feminine shape, very trim with not an ounce of extra weight to be found and yet she has a certain tom-boyishness about her that gives her a hint of masculinity.

I love driving both cars but while the C shares the garage I have taken the opportunity to keep her exercised and we have

Period photo, probably taken in England.



Top: scrutineering at Springhill, Lawrence in white. Photo John King.

Above: J2 bonnet up.

and 1940 is unknown, but Duncan Purse, a previous printer of *Beaded Wheels*, owned it from 1940 until possibly 1944. The next owner was Ivan de Joux of Oamaru (uncle of well-known “special” creator Ferris de Joux) until approximately 1946, then there’s a big gap until 1959 when Mervyn Williams of Helensville (Lawrence’s brother-in-law) bought it in a dismantled state, and Lawrence helped him reassemble the car.

Lawrence purchased the car in 1961, but didn’t get into a serious and thorough restoration of the car until around 1978. Since then, through continuous and hard use, the engine and other components have required the occasional rebuild, the little 746cc motor giving remarkable service for its size.

So what is a Montlhéry Midget like to drive?

Of course we chose a cold, wet and very blustery winter’s day to test this door-



C and J.

less and windscreen-less car, although the weather started out looking quite fine.

First, with no doors, it requires the driver to wriggle his way in, but it’s not too difficult to enter or exit.

With a passenger installed, it’s intimate, very intimate, with contact by arms and shoulders unavoidable. Without the cutaway body sides it would be impossible. Di is petite and I’m not excessive in any direction.

The tight bucket seats are comfortable and have much higher backrests than usual. The steering wheel is relatively small, wrapped in leather, and a nice thickness to grip. The steering is light at slow speeds and surprisingly high geared and smooth, requiring little effort even when cornering hard—it’s a delight.

To start the motor, switch on pump number one, switch on the ignition, pump the Ki-Gass three or more times, press the starter button and it starts almost immedi-

ately, running roughly initially like the factory racer it is, but evens out to a sewing-machine-smooth idle once warmed up.

The delightful rifle-bolt remote gear-change is counter-intuitive with first where second is normally and vice versa, and top where third should be and ditto. For the first hundred miles or so, I had to make a mental note of the layout before changing gear, but eventually my befuddled brain adjusted to this unusual layout.

For the C Type, the stroke was reduced by 10mm to get 746cc whereas EX 120 had both a reduced bore and stroke to get down to 743cc. This reduction in stroke and corresponding reduction in size from the standard 847cc appears to have the effect of reducing low speed torque and one needs a few revs to take off without the motor dying.

On main highway driving this also results in a loss of speed on hills, not experienced in our J2, but after this

found a new supermarket some miles from home! Please don’t tell Lawrence!

There is a knack of getting oneself into the driver’s seat without making a hash of it. Firstly, do not attempt it in a skirt! Secondly, have the seat set back as far as it will go, left leg in, lift the torso and right leg up, and slide the right leg down into the pedal well and then sit down gracefully. The seat, for me, can be shifted forward as far as it will go and I now have access to the pedals. The cockpit is snug, one sits in the bucket seat feeling instantly a part of the car. The instruments are all easy for me to see, and being short in

stature, the cowls and the aero-screens give me good protection without obscuring my forward vision.

I’m very happy driving either the J or the C long distances, both have sufficient luggage space as long as you’re the kinda gal that knows how to survive on travelling light! Both have delightful gearboxes, good brakes, good steering (the J’s has recently been rebuilt), nice exhaust notes and both give me warm fuzzies.

The J is a smidgen more practical, a smidgen more user-friendly, especially if you’re having a feminine day out and a smidgen more comfortable if you have a

passenger. No complaints in the C though if the passenger is tall, dark and handsome! The J is also a little more user friendly around town but out on the open road and with the C warm, I’ll have her any day!

MG gal, Di Humphries in J2.





C gear lever.



C dash



J2 dash – the simple version.

Top: Laurie in C at Waihi inaugural hillclimb.

lengthy test drive, I realised that third gear was a close ratio to top, needing only a small blip on the throttle to double-de-clutch down and probably a simple way of maintaining speed on hills. The car is completely at home cruising at the legal limit, showing 3000rpm on the rev counter with the smaller diameter competition wheels on the back. However, it feels much happier being let loose on a tight, windy road where snicking up and down through the gears, and hearing the glorious barp from its Brooklands muffler and fishtailed exhaust when exceeding 4000 rpm, is inspiring.

The Bowden cable-operated brakes pull up strongly and inspire one with enough confidence to rely on them.

The ride is pretty stiff as you might expect for a competition car, not too much as to make touring uncomfortable, but causing the rear to step out if a bump is encountered mid-corner.

We should note here that Lawrence has toured the length and breadth of the country and competed in many speed events in this car. In recent times, Di has driven the car competitively at a number of speed events. It's considerably more

practical than a Type 35 Bugatti in this respect, not overly noisy, and produces very little if any cockpit heat (and that would have been appreciated on this day). The tail lid lifts up to access a decent space for luggage storage.

It is a glorious little car to drive, a proper car compared with an Austin 7, which is a study in minimalism with its abbreviated A-frame chassis, quarter elliptic springs at the rear and transverse spring at the front. The C type has a full length chassis with semi elliptics all round, with no spring shackles but rather the rear end of the springs located in slotted brass bushes or "trunnions", which locate the axles more positively. It should also be observed that it is very close to a production MG whereas the Murray Jamieson twin-cam racing Austin Sevens bore little resemblance to production cars.

Everything about the car appears well thought out and thoroughly engineered for the purpose for which it was designed, and that is racing. To that end, it was very successful in competition.

Its front end, with the classic MG radiator, housing over the supercharger, stone guards over the headlights matching

the radiator grille, louvred bonnet, outside exhaust, large brake drums and cycle type guards combined with the two scuttle humps and Brooklands-type aero screens all add up to the quintessential classic Vintage race car. At the rear, the graceful boat-tailed body with high fish-tailed exhaust is almost as stunning as a Type 35 Bugatti in a more petite way.

Without doubt, the J2 is a more practical car for every day use, and that is to be expected, its cockpit is wider, making it more comfortable for two people. The larger engine has more torque, the C Type having only 1.7 more bhp than the J2 unsupercharged, but our J2 seems to have a much greater propensity to rev than the C, possibly a result of its racing heritage.

Luggage-wise, the J2 has a surprisingly useful space behind the seat, but the C Type also has a useful luggage locker too. The long bonnet of the J2 gives much better access to components, but it is the rarity, looks, tight handling, and extra quality of components, that win the heart over with the Montlhéry Midget.

Thanks to Lawrence for the opportunity to drive this unique (in New Zealand) car.



Above: Body frame of Wayne Richards' Ford T in January 2007. Photo Rob Knight.

Sounding the Brass

Words Rob Knight

Circumstances have conspired to make lies out of two of my predictions in the last issue. Wayne Richards' Ford T was delivered back to Ian Chamberlain's workshop in June for some tweaking. It seems that Henry changed the shape of mudguards on different models, which can be a trap for the unwary. Mainly because he really wanted a car that could accommodate the family, Karl Gilchrist was persuaded to part with his Ford T roadster to Roger Anderson in Napier. Karl laments that he never even got to drive the car but no doubt a suitable tourer will turn up in due course to satisfy his needs.

To continue T tales, the collection of parts for a brass radiator model that Colin Anderson of Palmerston North accumulated over several years has probably gone to a new home by now. Bob Pettigrew has dragged home and commenced work on the Ford T parts that had been left on his farm at Umutoi but, being a 1919 model, it falls just outside the magic date even though it is basically the same as the 1917–18 models. Peter Wilton has found that one of the advantages of being a bachelor is that he can work on the innards of the back axle of yet another Ford T (1917) by the lounge fire on a winter's night. When that is sorted the car will not be far from finished. Then, just as this was about to be posted off, Lachlan Scott, who resides just along the road from Bob Pettigrew, announced that a pile of rusty 1917 T parts had arrived in his yard as a retirement project for him to attempt to create a car for the owner, Dave Griffiths. Being a highly skilled engineer Dave will obviously be involved in that part of the work, leaving Lachlan to the puzzle of what fits where.

It was the 2 cylinder Buick of Peter's father, that was reported on in the last



1902 English Mechanic replica, photographed in Mackay, Qld. Photo Kevin Clarkson

issue. Another 2 cylinder Buick being worked on in Taranaki was rumoured at Rotorua swapmeet but details are yet to be substantiated. The nearest that our spies in Taranaki could find was Ben Julian's 1905/06 2 cylinder Gladiator which, being made in France before M. Clement departed Gladiator to build Clement cars, is a far cry from a Buick. Although he has a viable project, Ben is still gathering parts and information but does intend to get some wheels made soon. The Gladiator has a 75% completed 1916 Oakland for a stable mate. Also up in Taranaki, Steve Oliver has found another single-cylinder Cadillac to restore, while Roy Benton has found a better carburettor and fitted a self starter to the much motored 1910 Alldays to make it easier for his back.

Since bringing home his Veteran Peugeot project, Tony Haycock has been surprised at the number of parts he has unearthed for it around the country. But despite trying Depanoto, that wondrous supermarket of Veteran parts in France, he is still to locate the correct steering box. Brother Derek is in the same predicament with his Zero Fiat. Derek made a diversion to Horopito, while en route to Rotorua, in search of an alleged Peugeot engine for Tony but came away with only a photo — of what appears to be an early 4 cylinder Buick engine lurking in the gloom of one of the sheds. What was thought to be the Peugeot engine seems to be a Fiat 501!

Georgano, in his encyclopaedia, states that "The first Chenard-Walker car appeared at the Paris Salon in 1901...", but has very little to say about models of the Veteran period. Perhaps because of its slightly exotic rarity, the 4 cylinder, circa 1908–1910 Chenard-Walker project, comprising the vital components of

engine, radiator, gearbox and axles, that was displayed at Rotorua swapmeet created quite a lot of interest. Geoff Brannan, of Hamilton, is prepared to haggle with a keen and genuine restorer who will finish up with a rare and fine looking Veteran car. With the package come drawings for the chassis, some single cylinder parts and information about some other parts which Geoff learnt about during the swapmeet; which suggests that a little determined sleuthing, in the Haycock manner, will likely unearth more parts.

Swap meets are always good places to catch up on the latest news and gossip. Courtesy of the wonders of electronic technology, Peter Nightingale showed some moving pictures of the Maxwell on the road to a small but appreciative audience during happy hour one night. In general, the VCC is well served in its dealings with those who administer motor vehicle regulations but occasionally a case becomes mired in the bog of bureaucracy, so Nigel Webber was all smiles when he reported that, after a long battle, his very early Stanley Steamer (photo earlier this year) had finally been allowed to be registered and warranted. He and Ray Officer were to be seen meticulously sorting through likely boxes for any bits that could be put to use on a steam car. Vern Jensen,



Derek Haycock's souvenir pic of what appears to be a 4 cylinder Buick engine

who was at Rotorua to display his wooden wheels, was taking time off from a previous bunch of orders, among them sets for a Panhard et Levassor in Victoria and for McIvor's Sunbeam in Invercargill.

Spotted in the June issue of the South Australian Veteran magazine was the intriguing comment that a Zedel, that had been recently sold, was believed to have returned to New Zealand, "whence came its original remains." The same magazine listed for sale a 1916 Hupmobile (02 9797 0216) and a 1911 Talbot "advanced restoration" project (02 4995 6197).

The hinterland of Horowhenua comprises moderately undulating roads that should be well suited for even the oldest of Veteran machines attending the National Motorcycle Rally at Levin. The organisers assure me that suitable routes will be offered and that, due to the different format, Veterans should be able to take part in the after rally tour. Wouldn't it be a wonderful sight to see a large turn out of Veteran motorcycles in March 2009? Mark the date and plan now to be there.

As those who joined the long queue of traffic after leaving Invercargill on a very hot day in February last year know, the annual Edendale Crankup is the time

and place to see all manner of singularly interesting machinery. It has been reported, in the Gore newsletter, that this year the crowd was startled by the appearance of Carl Benz's 1886 Patent Motorwagen which, on further inspection, was revealed as a very fine replica from the workshop of Brian Black in Christchurch. An equally fine replica is housed in a single garage also serving as an auto-electrical workshop in residential Kingston near Melbourne. Regrettably, the owner has been semi-ostracised by local enthusiasts and is only allowed to play with his machine on parades and the like. To be fair, despite the clandestine 140km journey made by Frau Bertha Benz in 1888, the contraption must be of limited practical use in Melbourne's traffic. Syd Norman of Mackay, Queensland, has been more fortunate. The English Mechanic car he built from plans published as a series over about a year in the magazine of the same name has been accepted for what it is. Another Benz Velo replica was known to be under construction at Palmerston North but progress has not been checked for some time. It would seem that the basic simplicity and sheer beauty of Herr Benz's machine offers a challenge to a few skilled

engineers to replicate. Of course we also have the Tricar replica which is regularly seen out and about in South Canterbury. Incidental to all that, Lawrence Cocker attended Syd Norman's Veteran rally at Mackay in July, not with the Cadillac—but watch this space!

A visitor to Manawatu club night in July was Ian Mitchell of Canterbury Branch who appropriately owns a 1911 Mitchell. Ian said that this 4 cylinder, 5 litre car is one of three remaining short wheelbase touring models; the others being in Vancouver, also owned by a Mitchell, and in California. About all it needs is the clutch to be lined and the painting to be done for an expected debut at the Dunedin-Brighton Run. Hopefully, what promises to be an eminently motorable Veteran will also make an appearance at the National Veteran Rally at Motueka. The same club night yielded news that Mike Marshall of Feilding was adding a 1911 model to his stable of Austins.

The final lie is that, through one source or another, enough gumph was gleaned to pad out this month's column. Our perambulations through Canada and USA should produce something of interest for December. bhw

BOOK REVIEW

THE GRAND PRIX SABOTEURS

by Joe Saward

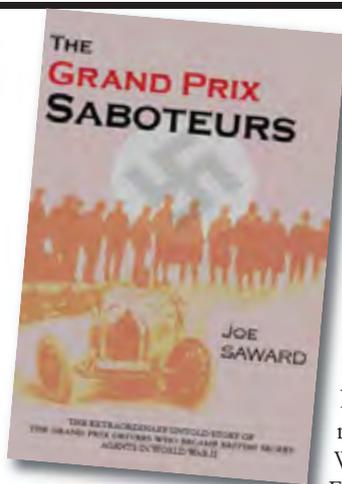
Morienvall Press (www.morienvall.com)

ISBN: 978-0-9554868-0-7

Reviewed by Tony Haycock

What a pleasant change. Too many motorsport biographies these days seem to concentrate on the current crop of drivers, many of whom are better at PR and self-promotion than they are at their so-called profession of driving a motorcar faster than anyone else. Where more importance is placed on what they wear, what they earn and who they are sleeping with. Books where the "plot" is about as shallow (and rare) as a puddle in the desert.

The Grand Prix Saboteurs is not one of these books. Not since the release of *Mon Ami Mate*, Chris Nixon's highly acclaimed story of the lives of Peter Collins and Mike Hawthorn, has the aficionado of Grand Prix racing had a new book which is actually full of facts which had not been in the public domain before. In this case, even more is revealed as this is the culmination of 18 years research, much of which was still based on pure detective work, only able to be fully verified after the end of 2003 when the British Government declassified many secret documents from the end of WWII. This would back up what



were, up until then, conclusions which could not readily be confirmed.

The story is of two of the biggest names in pre-war racing, the well known Robert Benoist, and the mysterious "W. Williams"—the French-domiciled

Englishman, William Grover, winner of the first ever Monaco Grand Prix. Both were Bugatti drivers, and both found themselves drawn into the dangerous world of the British Special Operations Executive (SOE). From training in wartime Britain, Williams was parachuted back into France to set up a resistance and sabotage network. Here he was joined by Benoist to form what was a very successful, but ultimately flawed group. As a war story it has all of the necessary requirements—bravery, comradeship, exotic women, along with misplaced loyalties and ultimate betrayal. Sometimes you have to stop reading and remind yourself that this is not a work of overhyped fiction, but an actual documented account of the lives of men prepared to fight and risk dying for the freedom of their countrymen.

For the motorsport historian, it fills a massive gap in the stories of two of the stars of Grand Prix racing in the days when motor racing truly was dangerous, and the drivers competed for the sport of the race as there were not fortunes to be made driving someone else's car, and the same names pop up in the entry list for Grands Prix, Le Mans, and hillclimbing.

Joe Saward should be congratulated in sharing what seems like his life's obsession with us. Often a work of this long in the making comes out as a finished product reading like a dry academic tome, and struggles to hold the interest of those readers who are merely interested in the subject matter. *The Grand Prix Saboteurs* reads like a fast-paced novel, with as many twists and turns, and even though I was vaguely aware of how it all tragically ends, it was a hard book to put down.

Sure, the photographs are often poor quality digital scans, and the paper it is printed on doesn't feel like the highest quality, but the value of the book and the story it tells is in the prose contained within the soft covers. Buy it. It is a story which belongs on the shelf of everyone who is interested in motorsport, or in reading of men prepared to stand up against tyranny regardless of personal risk. Our world is a better place for the actions of these men bhw

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1931 CHEVROLET 30 CWT TRUCK Mechanically restored, needs cab and deck to complete. Heaps of spare parts. Moving, must sell. Phone Jack Thompson 06 876 7225, Hawke's Bay.

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1955 CHEVROLET 1300 PICKUP, Cream and Gold, Plate 55 CHV, blue flame motor, original tyres and split rims with spares, late '55 rear guards. \$15,000 ono. Ph 09 435 3398, Email crystalclear@value.net.nz MEM



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1929 CHEV WENTWORTH SEDAN. Original paint in good order, upholstery has been done, present owner has had it since 1983, has had little use. Offers. Ph. Kate 027 433 3913 or email K.White@xtra.co.nz



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- The recommended length of advertisements is 45 words – the maximum space available is 65 words. *Beaded Wheels reserves the right to edit all copy.*
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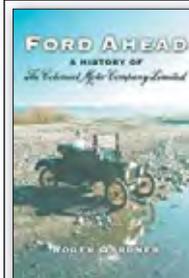
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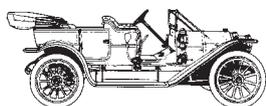


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1914-24 PEUGEOT TYPE 153 steering box, column and wheel, water pump, rear springs and spring hangers, Peugeot friction shock absorbers. Any other parts or information appreciated. Also looking for any information on pre WWII Peugeots in NZ. Tony Haycock phone 03 980 6755 tony.maggie@paradise.net.nz MEM

1927 CHRYSLER 70 full dashboard or some parts needed to finish restoration. May have some parts to swap, with cash difference. Email iws@ts.co.nz or phone/fax 03 541 8467. MEM

1929 AJS 1000CC M1 OR 2 crankcases needed to complete project. Have lots of AJS parts to swap. Please contact Les Freeman, phone 03 358 4549 or les.margfree@swap.net.nz

1935 PLYMOUTH PJ, grille, good hubcaps, factory radio, consider other parts or whole car for parts or possible restoration (if with plates/papers). Chrysler Airstream 1935 C6/C2 overriders, instruments, king pin set (swap for 1928-33 set). Phone Lindsay 03 434 5953, 021 230 1062, Oamaru. MEM

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BRASS VETERAN PROJECT WANTED. Also 1948 Ford Bonus, must be original. Phone Martin 07 573 8512, work. MEM

COPY OF BEADED WHEELS VOLUME 2, No 8, dated December 1956. Contact Paul Hicks at hicks.family@xtra.co.nz or phone 09 425 7015 MEM

DODGE 1930 DD crown wheel and pinion or diff head with higher ratio than 4.9 To 1. Prefer 4.3 or 3.91. Phone 03 359 2652 0274 355 246 MEM

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FORD V8 COUPE OR CONVERTIBLE – late '30s. Any condition considered. Enthusiast looking for new project. Phone 06 752 6898.

HARLEY-DAVIDSON 350CC SINGLE 1928. Carb, headlamp, ohv pushrod covers, rear sprockets, carrier, gearchange lever, dash panel, front hub, any parts for ohv engine. Phone Chris Parker 09 638 8384. MEM



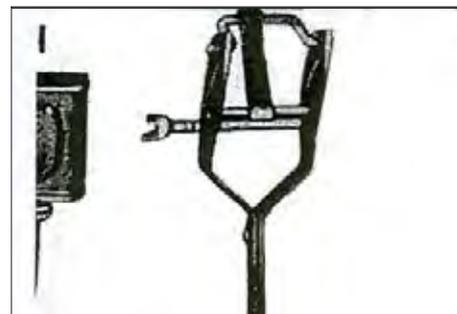
WIRE WHEELS WANTED FOR 1938 MGVA. Require 2 in good condition. Specifications are Diameter 19", 60 spoke, outer laced, width inside of rim 76mm, Diameter of inner face of wheel centre 180mm. Phone 09 299 9764 or mg.john.brenda@actrix.co.nz MEM



EARLY 1930 LUCAS B410 6 VOLT HORN Required as per photo. Also required is a Sturmy Archer 1 inch handle bar clutch lever. Please phone Alastair 03 3221446 or email alastair@ihug.co.nz



EARLY 1930 ON/OFF SWITCHES Required as per photo. Please phone Alastair 03 3221446 or email alastair@ihug.co.nz



THIS TOOL IS USED TO COLLAPSE the rims on a late 1920s wood wheel Cadillac. Even a good photo and dimensions would be helpful. Phone Kevin Casey, 03 453 0818, 116 Mornington Road, Dunedin. email: leadlights@ihug.co.nz MEM

HUMBERETTE WATER COOLED 1914, usable barrel wanted. Also "toothed" throttle quadrant. Interested in any other Humberette parts. Email Kevin Brooks at brooks@goanna.tv or phone Australia 0064 7 3356 7762

NEW HUDSON MOTORCYCLE PARTS, any year, any condition, also 1921-1923 BSA parts. I have parts to swap or will buy. Phone Paul 09 478 9699, 027 642 4222, gruz.p@clear.net.nz.

PARTS FOR 1934 NASH ADVANCED 8 such as fan assembly, wheels, bumpers and grille. Most Big 6 parts will fit. Phone Kevin Casey, 03 453 0818, 116 Mornington Rd, Dunedin. Email leadlights@ihug.co.nz.

PARTS WANTED. A suitable hood ornament for a 1930 Hudson saloon. A 105E Ford Anglia front bumper. The chrome moulding for around the grille of a 105E Anglia van. Also extensive selection of Austin 12/4 parts for sale. Phone Colin 0274 426 579, 04 569 6549, Lower Hutt.

PB TROJAN WANTED complete and in good restorable condition. Phone Trevor 06 357 4311 or email trevbleader@yahoo.co.nz

REAR SCREEN (for American mid-twenties tourer) as carried on extensible arms and/or parts of "Perfecta" type. Copies of *Restored Cars* and *Horseless Carriage Gazettes*. Original literature and posters for 1925 Buick Master. Marvel carburettor assembly. M10-589. Phone Neil 03 434 9470.

RENAULT 750 (4CV) parts or information on location of parts. Please phone Bruce on 06 845 2200 or email blcheer@globe.net.nz

SIMCA, SKODA, VANGUARD CARS wanted for parts or restoration. Any Simca or Skoda or Vanguard 1960 onwards. Phone Richard 04 563 7796.

SUNBEAM TALBOT MK 2A wheels wanted. Ph Ivan 04 232 6080 or ivangardiner@paradise.net.nz

TRIUMPH FLAT TANK PRE 1915 parts wanted, anything at all please, also Velocette 50s front mudguard and generator, rubber belt cover. Phone Roley 09 846 9743

TRIUMPH MOTOR BIKE MODEL P 1925 parts wanted. Petrol tank, seat, handle bars, wheels, upper rear frame stays, any help appreciated. Ph John Bryce 03 689 7975 evenings.

TWIN ENGINE OR PARTS WANTED; side or overhead valve, water or aircooled; anything English/European. Any condition or completeness. Distance no object. Also wanted; JAP speedway top end components, carbs, timing gear. What have you got? Phone David, 06 835 9492 or email dirgeandsal@orcon.net.nz

VAUXHALL VICTOR 4 speed gear box with overdrive wanted. Phone Glen 03 614 8929, 027 685 8454.

VESPA MOTOR SCOOTER. Older 60s model preferred. Any condition considered. Phone 03 208 5450 Gore.

WANTED FOR 1919 DODGE 4 TOURER. Front and rear seats. Hood bows, 2 bonnet catches. 33x4 (25ins) tyres. Phone John 06 765 5554.

WANTED FOR 1939 CHEVROLET 3.73:1 ratio rear axle. Also glovebox mounted clock. Phone 03 208 6105.

WANTED FOR CIVILIAN version of Corgi paratrooper motorcycle: Fuel tank, filler cap and fuel tap. (With or without luggage grid). Would consider project bike or pile of bits provided tank is present. Phone Peter Levet at 09 570 5131 or peterl@ccs.co.nz

WANTED: FIAT 501/503 front and rear axles, with or without hubs, Horn (Marelli 12v), Priming Cups, tail light/s, 19" or 21" wheels, Gauges, Crank handle. Ph 0274 775 814 or email fiatparts@hotmail.com

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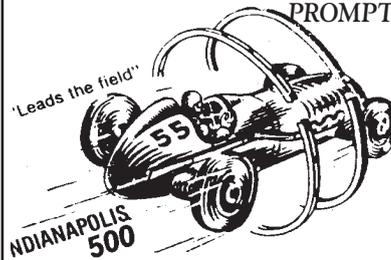
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SWAP MEETS & RALLIES

Irishman Rally, July 2007, photo by Shane Johnston.



2008 SOUTH ISLAND CLUB CAPTAIN'S TOUR

9 March – 19 March 2008

Will take in **HAAST PASS** and **MOLESWORTH**

Entrants may join and leave at any point

The itinerary and accommodation list is available from

Diane Ross
38 Keenans Road
RD 2, Ashburton 7772

Phone 03 308 2356
Email randross@xtra.co.nz

WAIKATO BRANCH is celebrating its 50TH ANNIVERSARY throughout 2008



Club members and friends from all over the country, especially ex-Waikato Branch members, are invited to come along during the year and help us celebrate.

Saturday 18 October 2008 is the date of our formal **Anniversary Dine & Dance** to be held at the impressive Performing Arts Centre, University of Waikato, Hamilton.

Other principal events to be held during our Anniversary Year are:

The 2008 North Island Easter Rally from 21-23 March 2008

Our Annual Double Fifty Rally at Queens Birthday on 1 June 2008



For information on any of these celebration events please contact :

Branch Secretary Bob Hayton, PO. Box 924, Hamilton.

Ph: (07) 856 7238 or email: hayton.rj@xtra.co.nz



VINTAGE CAR CLUB National North Island Easter Rally 21-23 MARCH 2008 WAIKATO

Our branch members extend a warm welcome to you all and would like to see you take the time to come and enjoy this event with us.

- Excellent touring roads
- Pre rally tours available
- Social events during weekend
- Sunday Public Car Show
- Rally Day is Saturday
- Long and short rally routes
- Suitable for veterans and motorcycles
- Optional Gymkhana on Sunday

Entry forms will be circulated to all branches and previous rally entrants early January.

These will also be available by contacting

Trish Rees, rally secretary, PO Box 924, Hamilton or email nirallysecretary@xtra.co.nz.
A list of accommodation will be available from your branch secretary. **ENTRIES CLOSE 29 FEBRUARY 2008.**

We look forward to meeting you and enjoying your company at this event.

Waikato Branch are proud to host the 2008 North Island Easter Rally to be based at Te Rapa Racecourse, Hamilton



National Veteran Rally

16 and 17 February 2008

Hosted by: Nelson Branch of the Vintage Car Club of New Zealand
Open to all eligible pre 1919 vehicles as per NZVCC Regulations.



This two day National Veteran Rally will be based in Motueka, and will be preceded by The Founders' Prince Henry Tour and an optional non-competitive three day rally based in Golden Bay will follow on from the National Veteran Rally, making it a marvellous opportunity to enjoy this beautiful part of the South Island.

Enquiries to:

Rally Director: Pat Kennedy Ph (03) 528-8010 email: humber@slingshot.co.nz
Rally Secretary: Dale Conlon Ph (03) 543-2151 email: jenac@xtra.co.nz

Entries Close
30 NOVEMBER 2007

3rd Founders' Prince Henry Tour

12—14 February 2008

VCC NZ INC NELSON BRANCH

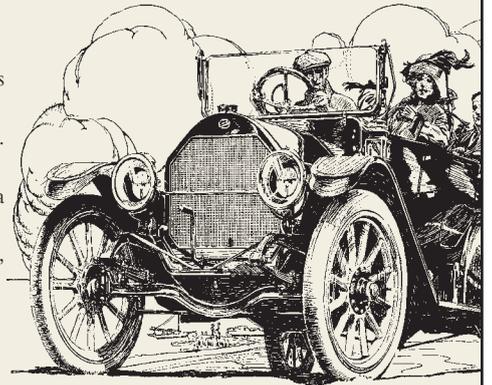


To cater for Veteran vehicles travelling to the National Veteran rally at Motueka, a three day tour is planned. To cater for North Island motorists, the tour starts in Kaikoura.

This will provide interesting Veteran motoring over some gentle sealed roads in very scenic countryside. Field and driving tests are planned, and the event concludes with a prize giving dinner.

On Tuesday 12 February, the 3rd Founders' Prince Henry Tour leaves Kaikoura, bound for Motueka over three days.

This tour is for the Veteran motoring enthusiast over wonderful North Canterbury and Nelson roads, visiting towns, buildings and sites of a bygone era.



Entry forms available now, contact:

Branch Secretary: Dale Conlon, Ph 03 543 2151 (home) Email: jenac@xtra.co.nz

OR Tour Co-Director: John Wallis, 03 352 7465 (home) , Email: jsd.wallis@clear.net.nz

ENTRIES CLOSE
30 NOVEMBER 2007

WAIKATO VINTAGE SWAPMEET

Cambridge Raceway, Cambridge

SUNDAY 18 NOVEMBER 2007

Gates open 7am

Sites: Seller - buyers are \$5 each.

Enquiries phone Les Webster 027 227 4954 or after 6pm on 07 887 4954



North Shore Branch Vintage Car Club

Annual Swap Meet

40 Masons Road, Albany

Saturday 1 December 2007

Everyone Welcome

Entry \$5.00 Site Fee \$5.00 Gates Open 7.30am

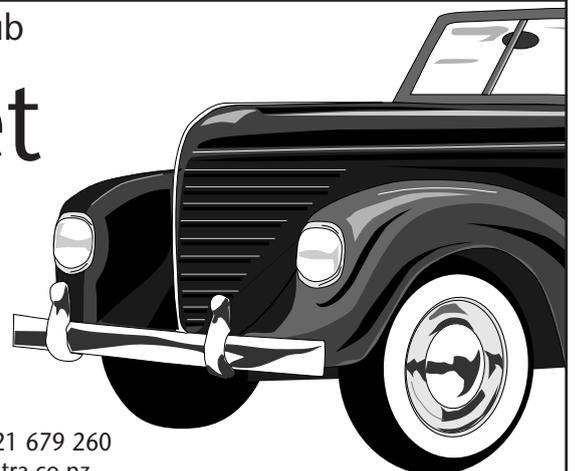
Enquiries

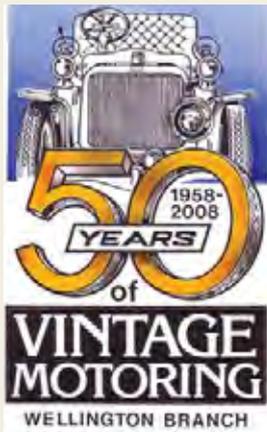
Dallas 09 424 3598

email dallasandsue@xtra.co.nz

or Brent 09 489 1310, 021 679 260

email brent.mathieson@xtra.co.nz





WE ARE TURNING 50 AND PROUD OF IT!

A warm invitation is extended to all Vintage Car Club Members throughout New Zealand, especially those who have been members of the Wellington Branch, to join us as we celebrate 50 years of motoring.

SATURDAY 3 NOVEMBER 2007 50TH ANNUAL NOVEMBER RALLY

Friday evening: Noggin & Natter
Saturday Programme

Annual November Rally leaving clubrooms from 9.30 am
After lunch there will be a re-enactment of the first rally with original vehicles and drivers from that rally, and parades through Upper Hutt and Lower Hutt cities.
Dinner – Saturday evening.

OTHER EVENTS PLANNED

19 & 20 January 2008	Bi-Annual Motorcycle Rally
Anzac Weekend 2008	Club Captain's Safari
12 July 2008	50th Birthday Party

For information on any of our events, please contact:

Diane White Tel: (04) 563 6236 or
email white.house.stokesvalley@xtra.co.nz

SWAP MEET & MARKET

NZVCC INC BAY OF PLENTY BRANCH

SUNDAY 28 OCTOBER, 2007

BAY OF PLENTY CLUBROOMS, 29 CLIFF ROAD, TAURANGA

VINTAGE CAR DISPLAY — CAR PARTS OLD & NEW — GARAGE SALE
COLLECTABLES — BOOKS OLD & NEW — A MUST FOR CAR ENTHUSIASTS
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Gates open 7am STALL HOLDERS \$10 ADULTS \$5 CHILDREN FREE

All catering by BOP VCC – No other refreshment stalls permitted.

Please contact Jack Anderson for further information. Phone 07 576 6346.

BAY OF PLENTY VINTAGE CAR CLUB (inc) 50TH ANNIVERSARY WEEKEND RALLY 26- 28 JANUARY 2008

This event will be based at our new clubrooms in Cliff Road Tauranga which is very close to the city centre. As this is our 50th Anniversary we have planned a special weekend for you all.

Accordingly, as it is summer school holidays, the organizers strongly advise you to book your accommodation as early as possible.

The weekend will commence with a surprise event on Saturday afternoon followed by a social get together and light meal. On Sunday a full day rally will start and finish at the Clubrooms. Dinner and prize giving will be held at the Armitage Hotel which is a short walk from the Clubrooms. On Monday a farewell morning tea will be held at the Clubrooms and a chance for you to view our new library.

For further inquires regarding the rally please contact:

Club Captain Rod McCallum Ph 07 552 6116 email mccado@xtra.co.nz

Assistant Club Captain Allan Watson Ph 07 579 1947 email ahwatson@xtra.co.nz

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NATIONAL SOUTH ISLAND EASTER RALLY 21 – 23 MARCH 2008

Marlborough Branch are hosting the **2008 SI Easter Rally** and we are also celebrating our **50 years as a branch**.

We would love to see you here and extend a warm invitation to one and all to come and enjoy some Marlborough hospitality, so keep these dates free and help us to make this a memorable occasion.

Accommodation will be at a premium so bookings should be made as soon as possible to avoid disappointment. A list of motels in the CBD has been sent to all branches, so check with your secretary for details.

THE PENNZOIL TROPHY will be competed for at our rally and we would like to invite branches to enter a team for this trophy. Ideally you will have a team of 4 made up of 1 Veteran, 1 Vintage, 1 PV, and 1 motorcycle, or a similar combination. We suggest you have 2 reserves in case of somebody having to pull out at the last moment. Please get your teams together and send details in writing to the Rally Secretary, P.O. Box 422, Blenheim 7240 by the closing date of 31 January 2008.

There are a number of **PRE RALLY AND POST RALLY RUNS** being planned and details of these will be sent to branches along with entry forms, shortly

**NATIONAL SOUTH ISLAND EASTER RALLY
21 – 23 MARCH 2008
MARLBOROUGH**



The First National Moped Rally Invercargill 20-21 October 2007



Moped:

"A vehicle on 2 or 3 wheels and fitted with a motor that has a power output of no more than 2kw and maximum capacity of 50cc and designed to be ridden at no more than 50 kph."

All mopeds must have a VCC VIC.
Entry forms available from Rally Secretary.
Entries close 20 September.

Rally Secretary: Peter Pryde
Phone: (03) 214 0044 (bus)
PO Box 1240, Invercargill
email: auto.centre@xtra.co.nz

OVERSEAS EVENTS

A small selection of significant one-off and major annual events have been garnered from a variety of sources as a guide. Readers are urged to check the date of any event with organisers before making plans to attend. A more extensive list is available by country and period from Rob Knight, 48 Fairview Avenue, Feilding. Tel 06 323 3104 or fax 06 323 3102.

2007

November 2-4 London to Brighton Weekend 01 462 742 818
November 17-18 Bendigo Swap Meet, Victoria

2008

TBA National Veteran Rally - A.C.T. - Australia
TBA FIVA World Rally - Portugal - Madeira
April 9-14 Veteran Car Club of GB - Norfolk - Creepy Crawly Rally
April 17-21 20th National Meet - Model A Club of NSW - Bathurst, NSW.
April 27-May 2 14th National 1&2 Cyl Rally - Parkes, NSW
Russell & Chris Holden, 386 Melrose Road, Mudgee, NSW 2850
May 9-14 Veteran Car Club GB - South West Annual Rally - Jersey
Alan Coleman - 01590 642805
July 3-6 The Circuit des Ardennes - Belgium
Michael Edwards 01865-735180 (UK)
July 13-19 HCCA tour - Hickory Corners, Michigan
David O Lyon 616/624-6757
August Great Dorset Steam Fair
Sept AACA - Glidden Tour
Sept 6-20 NSW Classic Grand Tour - Grafton Vintage Motor Vehicle Club
Edith - tel 2 6642 4569
Sept 8-12 AACA Reliability Tour (1915 & earlier vehicles)
Chattanooga, Tennessee
Sept 21-27 Veteran Car Club of GB - Scottish Annual Event
Sept 28-Oct 4 National Tour - 100 years Ford T - Echuca, Victoria, Australia
entry limit 250 - www.modelfordclubvic.org.au.
October 8-11 Hershey Swap Meet, Pennsylvania
October 20-25 Reliability Tour - AACA & HCCA - Chattanooga, Tennessee,
Steve Rinaldo - 770/739-9439 (similar event in September?)
Oct 31-Nov 2 London to Brighton Weekend
2010
Summer AACA 75th Anniversary Celebration, Joseph Gagliano,
PO Box 634, Zoar, OH 446697, gaglio@aol.com
2012
Mar 16-April 7 "Across Australia" Centenary Expedition - for all Brush cars
and all 1&2 cylinder veterans - thelamonds@bigpond.com.au
ph/fax 61 2 6373 32265

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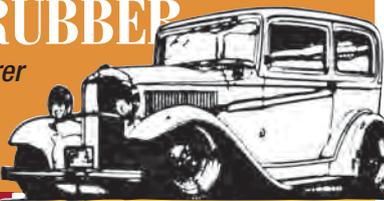
Alan 027 276 2190

Email 4levershocks@xtra.co.nz

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Ashburton

Les Bennett

Our Winter Solstice run held on 24 June saw a large turn out of vehicles assemble at the Clubrooms before setting out on a run through the Pendarvis and Rakaia areas to finish at the Highbank Power Station on the banks of the Rakaia river.

Our Annual Dinner was held on 19 July at the Ashburton MSA. Our guest speaker was Peter Gluyus who gave an interesting and informative talk about a recent trip he had made to the Antarctic. The Restoration of The Year Trophy was presented to Trevor and Marion Love for the restoration of their Ford F600 truck. 25-year badges were presented to Jim Alexander and Pierce Watson and 35-year badges to Ollie Hurst and Marie and Les Bennett.

Twelve members travelled to Timaru recently to take part in the Annual Quiz night with the South Canterbury Branch, this year the first time in many years the trophy came back to Ashburton!

Donald and Carol Williamson recently motored their 1927 Austin 7 to the Banks Peninsula Balcairn Trails, and came 10th out of 38 entries, a great achievement for a wee A7.

Percy Ralston has been having a spell on the Veteran Studebaker restoration and is tearing into the restoration of a 1915 Douglas motorcycle he bought as a basket case!

David Oakley is making good progress on his Austin 12/4 apart from some problems with the diff.

Ron Galletly recently purchased a 1939 Plymouth and is at present having some work done on the suspension by Rob Ross.

Murray Nelson purchased a 1925 Armstrong Siddeley Cotswold tourer ex Gary Cockram in Christchurch, reportedly the only one outside England.

Auckland

John Stokes

Motorcycles: Graham Crawley won the motorcycle points trophy. A new motorcyclist is Ian Hartley with two 1941 Indian 741 B machines. The motorcycle display in our barn features examples of Scott, Clyno and Harley Davidson. Gary Waldron and his new wife Maria won the Wet Leg Rally on their L E Velocette. Syd Massey and his son Philip have finished a restoration of a 1951 Triumph Thunderbird.

Veteran: Kit Maxwell has imported a 1914 Maxwell six cylinder from the USA. Our chairman Alan Price is at a frustrating stage with the Clement Bayard. Progress is steady on the George Mihaljevich 1912 Hudson Gentlemans Roadster. The charabanc has been fired up after a valve grind and some timing adjustments are being made. Then it's on to the axle shaft photographed in the last issue. Bob Pickering has been

helping Jim Bade with some work on the 1916 Dodge Four. New head studs are being made and hopefully this old Wellington car should be mobile soon.

Vintage Mike McGinley's 1928 Flatnose Morris Oxford roadster has caused frustration as well, Mike has had to alter panel work when he found the Oxford radiator was higher than the Cowley one he used for sizing his scuttle. Russell and Jocelyn McAlpine's Model A Ford is having an engine rebuild. Paul Boswell has joined with a 1928 Model A roadster. Philip and Kim Weston have joined with a 1924 Chrysler tourer. Although not strictly related to our branch a 1925 Rover 9 is being displayed in a car dealers at Silverdale. Ron Jacob 1924 Lancia Lambda, Mike and Adie Moffat 1931 Riley Nine, and your scribe 1930 Whippet represented the branch at the Waitemata R'OIL CAN Rally. Ted Allen intends disposing of the ex Douglas Wood 1928 Austin 16/6. Rodger and Val Ball scored the Vintage prize at Rotorua's Sulphur City Rally, in the 1930 Ford A phaeton. Another 1930 Marquette has surfaced in our area.

PV PW P60V: Lenise Bott got a 1973 MGB for a birthday present. New members in this category are Greg and Francie D'Anvers with a 1951 Triumph Renown, and Glen Reid with a stable of PV PW Austins and a '76 Jaguar XJ6L. Alan and Shaaran Price won the overall prize in the Rotorua Sulphur City Rally with their 1967 Vauxhall Victor 101 and Graham and Murielle Gill were second P60 in their 1970 MG Midget. Alan Budgen is into the engine reconditioning for the 1933 V12 Cadillac.

Commercial: Don Johnston has finished the cab on his 1949 Ford V8 Bonus Built pickup.

Library: Our book sale netted \$480, a good effort considering only Aucklanders were present this year. A number of books are still for sale and the librarian can be contacted at PO Box 12138 Penrose or 09 579 5625 Thursday evenings and Saturday afternoons. We thank Frank McClare for his donation of a slide collection of about 2000 slides of VCC vehicles from the nineteen seventies and eighties.

General: Naomi Chamberlain has joined as a joint member with husband Tim. Fourteen entrants followed our July club run to VTNZ's training school in Henderson. Members inspected a Hindu temple and the Arataki visitor centre during the course of the run.

Bay of Plenty

Jack Hoven

24 June: All day run to Rotorua via Pyes Pa, organised by Clive Taylor. Thanks to the Rotorua branch for making their clubrooms available for our lunch stop. In the afternoon we visited "Wingspan" where



BOP Vintage Car Club members who provided the entertainment in the form of a pantomime at our recent Prize Giving Dinner.

we were entertained by a show of tamed falcons.

22 July: Jan and Murray Burt organised a half day run which took us on a scenic tour to finish up at Owen and Margaret Goldsmith's country garage. To visit their place is like stepping back in time. For over 50 years Owen has been quietly working away on many restorations. And Owen does the lot...panel-beating, painting, mechanics. In his workshop we admired several Model As under restoration revealing his expertise. His Daimler Drophead is a prize winning example of his workmanship.

11 August: Annual prize giving dinner. After a sumptuous buffet meal the trophies were presented to the winners; more trophies each year, by club Captain Rod McCallum. Some recipients were very surprised. The highlight of the evening was a presentation of Roald Dahl's "Cinderella" by a cast of Veteran members of our branch. Foundation member Cinderella danced with Prince Charming until he ripped her dress, exposing her knickers. Then he revealed his true nature by chopping off the heads of the ugly sisters. Fortunately the good fairy intervened before Cinderella's head was chopped. All ended well when with the fairy's help Cinderella was married to a lovely feller. Thanks to an excellent producer, narrator and an accomplished musician and a bunch of clowns as cast it was a hilarious show.

15 August: Midweek runs are always popular. Ray Singleton and Sue Weld are new organisers and took us to Looking Glass Garden in Welcome Bay. Many years of hard work have resulted in a garden with a fairy tale theme and 200,000 daffodils. A very successful day. Cool but sunny and we ate morning tea and lunch outside the charming house.

I finish this report on a sad note. Our long term member Albert Edlin passed away after a long illness. Albert will be remembered as a keen member. His Morris 8 and his Daimler restorations are examples of excellence. We extend our sincere condolences to Jo and family.



On the road to Oturehua August 2007.

Canterbury Tony Becker

The first July event was the 9-90s "Hobbies Day" at The Barn. This revealed hidden talent from members usually looked upon as mere motorists. Clever modellers, crafty needleworkers, collectors, cyclists, photographers and fine artist emerged.

Next up was July's annual motorcycle Mid Winter Run to Hanmer with old Jack Frost along for the ride. The usual friendly two wheeled winter riding via Cheviot and Culverden to over-night at Hanmer. Much enjoyed once again and Sunday's homeward run was just as 'social'!

Noggin'n'natter nights at Cutler Park serve to get members together socially once a month and are always well attended. Similar gatherings are held elsewhere.

Bob and Rose Kinnard pre-warmed their garage to host the Commercial Noggin mid-July; some commercial folk even from Ashburton joined in. Natter'n'noggins are also enjoyed by the Motorcycle section and at North Canterbury in Rangiora. All members are welcome to these; dates and venues in the *Hub* magazine.

August was busier than July as we moved into more spring-like conditions. 9-90's was again first event; a tricky Quiz at Cutler Park hosted by Wayne Stocks followed an absorbing presentation and morning tea at St. Johns Ambulance H.Q.

Winter Run left Yaldhurst for the Rolleston/Darfield district; some 40 vehicles motored on to the comforts of Cutler Park for lunch and chats.

August's social fireside/musical evening complete, with BYO supper at The Barn, drew 20-odd members on the same day; a novel innovation by new Chairman John Bartlett.

Seven Canterbury Branch members have reached fifty years of continuous membership. To honour them, a presentation dinner is planned 30th September; another

innovation to become an annual event for the branch. A number of 25 and 35 year members will also be presented with their respective badges then.

Finally, the Annual High Tea run ended at Pineacres Restaurant, after a drive from The Groynes via Brooklands. Sixty-six members gathered there.

Eastern Bay of Plenty Elaine Proffit

Another very sad time for our branch with the passing of two more of our members in July. John Goodman and Dave Romer. John was a newer member but was none the less enthusiastic and he had not long finished restoring a 1940 Austin 10. Dave had been a member for about 11 years and had always supported events whether competing or helping, Dave was the Club Captain for a short time and was very passionate about his cars. These two members will be very much missed.

At the end of June we had a good turnout for our annual Night Owl Run, again organised by Lorolie Pollard. The run was won by Steve and Joy Growden and the usual enjoyable potluck tea and social time followed the run. Also, at this event each year the Barry Piercy Memorial Trophy is presented to the member who has been of most help to another member and this year it was awarded to a very deserving Lorolie for her dedication and caring of Tom Needham during his illness. At the June club night members Stewart and Joan Power gave us a very interesting talk on their trip with the Devon Cattle Breeders Association to attend the 100 year celebration of Devon cattle in Brazil. Another annual event in July that was very well attended was Nobby's Nosh Night at the RSA. This evening is organised by Nobby and Jean Clarke and is always a very enjoyable social event on our calendar. In early August Club Captain John, and his wife Sylvia set a nice little run with a few questions around the country area finishing with a short straightline navigation route taking us to their place where they provided a lovely afternoon tea.

Far North Dave Duirs

A well attended AGM saw all positions filled. To help our "two year cap" policy we appointed an assistant captain and secretary.

There appears to be quite a bit of "secret trading" going on in the Branch, so we expect quite a few interesting vehicles to surface soon, some even from across the Tasman and perhaps even further afield. There is also a considerable amount of winter restoration happening.

The new committee has a calendar of events prepared which we hope will give

most members something to enjoy during the year. Quite difficult to do when you realise that our Branch covers the long narrow stretch from the North Cape to Kawakawa. The dry spell has broken and the southerlies are with us so check your brakes, wipers, leaks etc and face the winter rally challenges. Since writing this and somehow missing the last Beaded Wheels we have had a couple of "150 year floods" to challenge us.

Our Annual Dinner and Prize giving at Pete's Transport & Pioneer Museum in Keri Keri had some eighty folk seated amongst the exhibits. Awards were:

Topp Trophy/ Mothers Day Rally

Mike & Lyn Pooley

Brian Parker Memorial Rally

Graeme Moore & Eve Gee

Malloy Trophy Rally

Richard & Vicki Clark with John Crisp

Club Points Trophy

Dave Hills

Clubman of the Year

Peter & Merrill Harris

Matthews Cup for Rally Points

Graeme Moore

25 year Long Service awards

Vince Mason, Fred Courtney

35 year Long Service awards

Gordon Matthews, Winston Matthews, Bruce Auger.



Far North 25 & 35 year awards: From left with glasses W Matthews 35 years, G Matthews 35 years, V Mason 25 years, B Auger 35 years, F Courtney 35 years. Photo supplied by Mike Pooley FNVCC

Others are eligible and we will catch up with them sometime.

Hopefully the flooding season is over for a while as we have a very busy calendar between now and the Autospectacular on January 5 2008. Have you booked your accommodation, stall or decided to bring your vehicle along to this great Real Far North day?

Gisborne Rodney Clague

A rare car which had stood in a local panelbeater's shed for many years returned to Gisborne recently in its newly-restored state. The 1936 Packard Roadster was purchased about five years ago as a truckload of parts, and now looks resplendent in its coat of cream.

Our June club run was run of significance where entrants had to give the significance

of various places as they passed them. Some in-teresting answers ensued, however the younger ones became stuck when asked to name the significance of a building that was built before they were born.

The July run, organised by Rosalie and Allan Douglas and names as a “pub crawl”, “the pub with no beer” or more appropriately “the beer with no pub” took us around the district visiting current and former sites of hotels in the district. Another interesting run taking us back to the past when there was practically a pub on every corner in the town centre 40 years ago.

Our annual dinner on 5 August was attended by 32 people and was a very enjoyable evening. On the vehicle front Brian Butler has sold his 1928 De Soto to a Hamilton buyer, and Ray and Prim Stevenson have sold their 1938 Morris 8 Tourer to a Palmerston North enthusiast. That makes a total of five or six vehicles that have been sold outside the district within the past twelve months. Mark Dunn has got his Model A Pickup vinned, vicced and registered and warranted. He now has his Dodge 4 Speedster for sale.

The parts shed still have the circa 1963 Morris Oxford Station Wagon for sale, not mint, does run, too good to scrap ... Call Adrian on 06 868-3684 or Terry on 06 868 4480.

Gore Raewyn Dodds

Things are very quiet on the eastern front at the moment but I assure you it is the lull before the new motoring season. Behind the scenes, Murray Proctor and Gerry Kennedy have already sorted runs and venue for our Festival Run in February. With those two at the helm it is guaranteed to be another good outing. Our new format with a group of rally stewards under the guidance of Bill Sheddan as ‘official’ Club Captain appears to also be running smoothly, with numerous dates already tagged for a very varied selection of runs over the coming year. Our first run, on 2 September, organised by Murray (and Marilyn) Proctor, was a treasure hunt with a twist over some new, old and interesting roads, some with stunning views of our area. What a year of motoring we will have if all the runs are this good. The end of October will be our P60 run which Keith Nunn assures us will be a good outing for all those frisky P60v vehicles, and any older ones who dare to tag along. November 18 will be our Josephville Hill climb. Stewart Quertier—Stewyq@xtra.co.nz or phone 03 208 7932—is our contact for this tar-sealed hill climb on a piece of ex highway. Easily accessible, great track, good pit area and very suitable to a variety of classes of vehicles, as well as having amazing views. Stewart and Alex McLennan are flat-tack



The Horowhenua Branch spare parts department. Callum Farmer (Spare Parts Dept) is assisted by Ivan Benge who is using his vast knowledge of cars in identifying parts for filing.

putting all the bits together to make this another great day.

It makes it so easy to tick off the months, with so many interesting things to participate in or watch, and that is without checking out our neighbouring Branches’ activities. It will be Christmas before we know it. Happy motoring.

Horowhenua Pete Nightingale

The June Sunday Run was to Ashhurst, then on to the Manawatu club rooms for lunch. 134 kms were covered, with great scenery and gravel roads.

The annual Night Owl Run was a fun run around town with cars leaving the clubrooms at 6.30pm. Organised by Dave and Linda Bang, a four-way tie was the result!

Mike Khull has Anthony Scotts Dodge well in hand. The woodwork around the cab is finished and it is completely assembled ready for the panelbeater to repair the front guards and a few bits. It just looks great.

Jeff Fox has started his rare Ford A Deluxe Phaeton with the upholstery kit ordered from the states. He is also working on Selly Hyde’s Tudor sedan body and it is coming on well. This was quite a job with the whole body far from straight. New body rails were made and other welded parts cut off and straightened.

I have completely restored the hood bows on my tourer with Mike Khull’s help, Ivan Horn has painted them and Mark Dunn is making a new hood. Matilda was restored by us 36 years ago and has motored for many, many miles but after this time I was told the guarantee had run out last month.

Club members are enjoying the working bees at the clubrooms and I think that the morning teas provided by Margaret Ransom may be the drawcard. Fresh pikelets and fruit loaf all dished up is just great.

Our 2008 Swap Meet date is 15 March. This has been brought back a week because of Easter.

Twenty-eight non-members who gave their time or building materials for our clubrooms were invited to a luncheon organised by the building committee. Guests and their partners were chauffeur driven by club members in Vintage cars to the clubrooms where they were wined and dined in style. A very enjoyable and memorable event for all those involved.

Manawatu Brian McPherson

This winter several of our clubmembers of their partners have travelled overseas for various reasons, including myself following the sun. The majority stayed home and kept their fires burning, while a few hardy souls toiled on in their sheds on restorations. Maurice Entwistle has recently rebuilt his engine, after persistent piston problems in his 1935 Chev. Ian Rowden’s newly restored 1935 Chrysler is being christened and will be introduced to Manawatu roads this month. I know there are several other restorations under way but the owners are too busy, or keeping quiet about their progress until nearer “start up” day.

Apparently a good number of our branch members went to the Rotorua swapmeet for a good weekend away but I haven’t heard if any useful parts were purchased.

Another good thing happening in our branch is the increase of new members, with ultimately more interesting vehicles to grace our local roads. Entries are coming in quite well for the Vintage Rally. The entrants have been asked to dress appropriately for the era of their vehicles.

Our next Swapmeet at Manfeild looks promising, with improved selling areas, a preview of what will be available in the future. Finally, on behalf of my helpers I accepted the Salmon Trophy from the



Marlborough Branch: Sid Nally's Austin A40 Somerset.

Morris Enthusiasts club for the most progressive restoration in July.

Marlborough John White

Hi fellow members. Sadly due to unexpected interruptions to my plans I have not been able to attend any club activities during the past few weeks. This means I have had to rely on fellow members branch reports etc for my notes this issue.

The most notable event was the annual weekend event we call the Snow Run to lake Rotoiti which we enjoyed with Nelson Branch members. I was unable to join the party for the weekend but did manage to squeeze in the Sunday lunch which was provided by Nelson Branch. They sure turned on a great three course hot meal which will no doubt have our members responsible for next year's luncheon scratching their heads to improve on?

It appears those members of our branch who spent the weekend in camp enjoyed excellent meals and camaraderie. A light plane was made available at very reasonable cost to members interested in taking sight seeing flights over the area. This was enjoyed by many.

Our motorcycle section invited car owners to join them for a lunch run to Picton resulting in a nice fine day of motoring in good company. The only complaint I believe was from Trevor Harris who was put out by all the air going to the top of the tyre on his Harley.

I paid a visit to a fellow Austin enthusiast to see how he was getting on with his recently acquired 1952 Austin A40 4 door sedan. Sid purchased this car from our club parts shed collection and has restoration well in hand as may be seen from the picture I took on arrival at his workshop. One might say this is a typical sight of the start of a new restoration.

I take this opportunity to remind members of our forthcoming MEGA CAR

SHOW and SWAP MEET to be held at our branch clubrooms located at Brayshaw Park Blenheim on the 22 and 23 September 07. Cost of Swap sites is \$10.

Nelson Pat Kennedy

Firstly we would like to welcome new members Jenny Crosbie and Ross Sharpe, and also a welcome to new committee member Murray Schwass.

The Nelson Club is continuing to attract very good attendances to Club runs and evening get-togethers. The Snow Run to St Arnaud in mid July was once again a combined Nelson/Marlborough event and again West Coast VCC members joined in for the day to take the numbers up to 110 members. With plenty of snow on the hills and very little ice on the roads, the conditions were near perfect for this very popular event and all appeared to have a very enjoyable day out.

The Garage Raid in August proved very popular with 33 vehicles and their passengers exploring the Motueka area for restorations underway. Firstly it was to inspect a 1918 American La France fire engine and 1911 New Pick belonging to Dale Conlon and Jenny Crosbie. Next off to see the 1932 Hillman Minx and 1929 Austin Seven Saloon belonging to Ken Inwood. The Model T project belonging to Tony White was given the once over and finally it was off to check out Ian Goodman's collection of vehicles including his latest project—a Vintage Pontiac Saloon.

August Club Night and the topic was "Why Veterans". Dale Conlon spent several hours putting together a slide show of the various and interesting vehicles from the past and also showed the DVD of the recent Parliamentary Tour.

Great to be getting enquiries and entries coming in for next year's National Veteran Rally. If your Veteran is in bits it would

be nice to see it up and running for the February 2008 Rally.

Northland Terry Lambess

Despite the awful weather, club events have still taken place. Blossom is appearing, so Spring cannot be far away, soon I'll be able to put the hood down! On 3 July Northland joined Wellsford/Warkworth on their Winter Woollies Wander. Fifty cars took part in what amounted to a coast-to-coast tour finishing up with a barbecue for Sunday lunch. 22 July saw us once again in Wellsford, this time for a 'Look-in'. As the weather forecast did not look good most decided to take their moderns. Just as well, for on reaching the Brynderwyns it was thick fog and rain! Arrived in Wellsford to find everyone else also in winter clothes. We started our 'look-in' viewing Gary Steel's collection of mainly Fords and Chevs. A 1939 Chev is well on the way. We then viewed Harry Heaven's 1927 Chev Roadster and a 1942 O model Bedford truck, then before continuing, we all enjoyed a coffee and tea stop at a café in Wellsford.

The second part of our visit was a historic tour of the area. The weather had cleared and what a tour it was. Uphill and down dale, always having different views of the Kaipara Harbour and its inlets. We even travelled over the Burma Road made by the Americans in WWII to service their training camps. The morning finished at a beach at Journeys End Road.

Started our return journey through Port Albert visiting the Minniesdale Chapel built by the early settlers, then on to our last stop to view Albie Litten's restoration of a left-hand drive Rolls-Royce 1927 Phantom 1 Roadster. What a monster!...and made in the USA. A Springfield Rolls! There is still much to do but what a beauty when finished. Returned home in much needed sunshine after a most interesting day.

North Otago Kathleen Perry

Since our Branch Annual General Meeting all of the committee positions have been filled and a good motoring season is planned.

More than thirty members took part in the Dunedin Autospectacular on June 29th. A group of members set up for the Spannerman competition, a parts site and a display site. The Theme for this year's Autospectacular was "Mild to Wild". North Otago Branch added surfing to that theme making a 1960's picnic and beach scene with surf boards, models, driftwood, seaweed, flax, toetoes and a wave under a surf board that had a model riding on it. All of this was placed around, in or on Beryl Aker's 1965 Triumph Vitesse Convertible, Jerry Wing's 1956 Wolseley and a Model

T—bucket belonging to Murray MacKenzie of the Whitestone Rod and Restorer's Club. For this effort we won first prize, \$500 and received a lot of comments about having a Hot Rod in our display! The Spannerman competition was won by Neil Gibson and Philip McAuley and Gary Gibson and John Bringans were placed second.

At our Annual Prize Giving Luncheon four thirty-five year badges were presented by our Patron Wilson Spite and his wife Pam. The recipients were Fergus Gregory, Jim Welsh, Chas. Walsh and Terry Buchanan. Fergus was a foundation member of Gore Branch and has belonged to Central Otago and South Canterbury Branches before joining North Otago. Jim joined South Otago Branch and transferred to North Otago and Chas and Terry have always belonged to North Otago.

At our August Club Night raffles and a Charity Auction raised over \$800 to be donated to St. John Ambulance. Members from Waimate and South Canterbury branches joined us for the evening.

North Shore

Ray Urbahn

Our major activity for late June was the annual combined Auckland/North Shore Branch run. The morning section, which commenced at the North Shore Clubrooms, was plotted by Rex Cottrell and led participants to a lunch break at the Crystal Mountain Cafe in Swanson. This complex houses a vast collection of various crystallised stone, polished timber and blown glass. Also a miniature vertical bungee jump and miniature train rides for children. The return to the Auckland Clubrooms in the afternoon was planned for Auckland by Allan Price. The North Shore winner of the morning section was Kevin Lord who will look forward to having a part to play in setting next years run.

In July we were joined by members of the Austin Car Club and after a social morning tea, participants were set off by organisers Dick and Rachael Andrews on a 90 minute run through the traffic free hill country inland from Wainui and Waiwera to arrive at the historic village of Puhoi for lunch.

Our major August activity was the Triple Combined Rally where North Shore and Wellsford/Warkworth Branch members combined with the Hibiscus Coast Enthusiasts Club for a lightly competitive run over back country roads. The first section, from Orewa to Kaukapakapa, organised for the Hibiscus Club by Grant Stott and John Stokes, was notable for John's questions relating to the Road Code which had participants searching back through their memory banks for answers.

The section Kaukapakapa to Kaipara Flats was plotted for North Shore by Paul

Collins assisted by Tony Gillett (who stood in for Paul during his absence on National AGM duties).

The third and final run from Kaipara Flats to the finish at Puhoi had entrants searching for roadside questions devised by Leon Salt for Wellsford/Warkworth Branch.

My apologies to Paul Jones of North Shore Branch whose name was left off the list of 35 Year Award recipients at the last AGM.

Otago

Arthur Bennett

The garage doors should now be open wide and the motoring diary full for the next six months. For the motorcyclists the Dunvegan is a good appetizer and the chance to ride with well known entrants from Otago. Another tick is to be on one of our premier events. The Taieri Tour, always a good day running around the Taieri Plains and Environs check it out in our Branch Magazine "The Otago Road Runner" available at out of Dunedin Branches.

The nice restoration of Jim Ellison's 1929 Pontiac 6 Sedan attracted the attention of the Judges for the Vintage Period cars at the Auto Spectacular who awarded it Best Vintage Pre 1931 award. Two other restorations were on display as well - Julian Smith's 1924 Austin 7 4 seater Tourer and Denis Johnson's 1954 Vauxhall Velox Convertible. Well done. The P60 V Rally was changed due to ground conditions and set out over Mt Cargill, former State Highway 1 and was the highest point traversed Picton to Bluff, then through Seacliff, Karitane through the recently finished Diversion north of Waikouaiti turned off at Goodwood around some back roads to finish at the East Otago Vintage Machinery Club at Palmerston where we inspected nooks and crannies including the displays. To our hosts "thank you" we were impressed, to Alister good thinking and thanks from the participants. The winner was Club Captain George Martin in his Riley 15/50.

Barry and Estelle Longstaffe are at present on a trip to the UK one which on the video looks real impressive. We have had a good influx into our Parts Department from Bob Oakley who has shifted out of his abode the former Roslyn Fire Station which has a commanding view of the Harbour, City and Ocean also Nevin Gough is still very liberal with his clearance donations.

Rotorua

Doug Green

Winter is just about over and we are all looking forward to the rally season and new ground to discover this year with some good

runs and hopefully new entrants turning out in their newly restored cars.

Fifty-four cars turned out for the Rotorua Sulphur City Rally the second time we have had this rally in the winter and seems to be successful. The rally went from our clubrooms with a bit of street instructions through the suburbs then out past the airport and around the lake and then onto tulip type questions for a run through the countryside around Kanaroa district.

We then crossed the State Highway and up into Mamaku for a trip around the village via straight line navigation. Amazing how many cars never stopped at a disused railway line even though a Stop sign was obvious. When asked about not stopping the answer was "no trains use the track anymore,"— but you must still stop. The dinner and prize giving was a great turnout with a lovely meal put on by a local catering company.

Having the Sulphur City Rally in the winter seems to be better as when summer comes everyone in the country are also having rallies so winter seem to have hit the spot – hope this gets better for the Vintage movement as cars are our life too.

The Rotorua Swap Meet was the only sunny day in July and we had it made. Gate numbers were good, sellers were down a bit as it rained all week right up until Saturday but fine Sunday, that's what we ordered. Everyone got a bargain and had a good day out. We are all looking forward to the up and coming summer for some good rallies here and around the country and to see some different countryside.

Keep Safe

Southland

Paul Rodmell

Members are very pleased for Noel Atley's award and the presentation of the John L Goddard trophy to him will take place on Saturday 8 September at the Clubrooms. Noel gave a wonderful talk some time ago on his extensive involvement making motorcycles for the "World's Fastest Indian" and his own experience at the Bonneville Salt Flats keeping them going, and at Brands Hatch in the Beverley Begg racing car.

Ashley Bell has generously donated one of his genuine Bert Munro pistons on Auction Night to raise money for the up-coming National Moped Rally. If the reserve isn't met, the piston will go on to TradeMe to raise money for the Moped Rally. All proceeds from the Auction Night will go towards this rally to help ensure its success.

Members and friends thoroughly enjoyed the recent trip to the wind-farm organised by Bruce Marshall, even though some snow

hours. Norman and Jocelyn Pointon set the run that while only 10 miles in length took us in and around town with a multitude of questions. This year's winners were James and Julie Cowie, who now have the honour of setting next year's run.

The Hobbies Expo is very much part of Taupo's yearly programme. It is primarily centred around the model railway fraternity, but we have had a stand at the Expo for many years. This year's display featured the Jefferies Model T Ford and the Tindall's recently restored MG B Roadster. Of particular interest were cutaway models of a 2-stroke motor, a 4-stroke motor, a gearbox and a differential, all of which were loaned to us by Wintec, Hamilton. It is not difficult to explain the workings of these mechanical devices, when all the moving parts are visible.

Our July meeting was a potluck dinner with about 40 members present. The cuisine was excellent and we had a tricky quiz on the design of oil company signs. The following August meeting was a Fish and Chip night with a very comprehensive quiz set by Norman and Jocelyn Pinton which proved to be both testing and amusing.

Waikato

Jeremy Brook

We have been fortunate to attract some really good guest speakers to our meetings recently. Roger Schofield spoke on clocks at our July meeting and it proved to be really interesting. At our August meeting our motorcycle section provided three speakers. The first of those was our member Bob Hayton who brought along his 350cc Norton, he was followed by Geoff Long who showed us his 350cc Triumph 3TA machine. The final speaker for the night was Neville Mickleson who showed us his 350cc Matchless sidecar outfit. Neville paired with Graham Cole in chair has succeeded in becoming Australasian classic sidecar champions some years ago. The details of the work he had undertaken in the engine and mechanicals of the vehicles was amazing and it was of interest to everybody.

Clearly our members have an interest in justice as a visit to the Hamilton court house in July proved a popular occasion. The prisoner cells in the base of the building focussed the minds most. A nice place to visit but good to leave. Thanks to Des and Val Harvey for arranging this event.

The club had its annual white owl rally night on the 23rd of June. It was a wet, cold night but 19 cars participated. It is hard work for old cars with poor headlights to pick up the vital clues that you need to complete the event. After the rally was finished we returned to the club rooms

and had a really enjoyable evening with charades and quizzes. Thanks to the organisers Ray Rainsford, Ollie Driscoll and Bryan and Lorraine Cossey.

Coming events is the bonnets in the back blocks tour in parts of the Waikato and King Country which hopefully be new territory to a lot of people.

Also coming up is our annual Kairangi Road hill climb on Sunday 16 September.

In 2008 our club celebrates its 50th anniversary of the founding of the branch and we intend to celebrate this in some style. The Easter Rally on 21-23 March 2008 will provide the first event to celebrate the year as well our double 50 rally on Queens Birthday weekend and we intend to have a 50th birthday party in October 2008. All Vintage Car Club members throughout New Zealand who have been associated with the branch should keep an eye out for further information on this event. Details will be published on our website www.wvcc.co.nz

Waitemata

John King

Some changes have been noted following the recent Branch AGM. Martin Cooper is now chairman but with largely the same committee, and Keith and Diane Humphreys have relinquished editorship of the newsletter, Phoenix. They stated a year ago that they would, but it's still a shock and the new editor has a hard task to maintain the standards. The Idle Torque reporter has also changed.

Among the Branch vehicles, there's been a considerable change in the Humphreys stable. Gone or going are the MG and Vauxhall, being replaced by a Lancia Lambda, so Ron Jacob and road test reports have much to answer for. At least they've resisted the siren call of the Bugatti!

Ryan McDonald sold his Austin Seven a while back to concentrate on the 1923 Chevrolet raceabout which he swears will be "ready by Chelsea", although he tends to be a bit evasive when it comes to specifying just which year's hillclimb. There's still no lack of Austins, and Mac's Garage at last count had four Sevens and a Ten in for work, with possibly another one or two hidden away somewhere. Barry Howard's ex-Bruce McLaren special that Bob Crisp made all those years ago is also taking shape there.

Waitemata thoughts are turning towards spring, and that means hillclimbs. Chelsea will be over by the time this is read, with Pebblebrook to follow in November.

Wanganui

Fay Chamberlain

It may have been the wettest couple of months for ages but it failed to dampen the spirits of many members who turned out for the July and August Sunday runs! The new



Wanganui Branch: Winners of the Advertisers Run, Lee Turner and Barbara Kendrick.

members thoroughly enjoyed the experience of tulip navigation and straightline too. Some older members were also not fully acquainted with it either! Swapping navigators/drivers helped, with lots of discussion following the return of all back to the clubrooms for a cuppa. All were winners in their own way, and suitable certificates and packets of smarties were duly handed out.

The August Run was in honour of, and a tribute to, our many (22 in fact) advertisers who faithfully (over many years in some cases) support the Rivet costs of production. A letter of invitation/welcome was sent to all to join us and meet us on the day for a run round the businesses concerned, with cuppa tea following. At each business a question was asked and upon return to clubrooms, a quarter page advertisement was drawn by each contestant using the advertiser of their choice. These have been published since in our River winners of run being Lee Turner/navigator Barbara Kendrick.

Fundraising continues with \$500 shop cleanout being a morning job for members, scrapmetal collecting going well, and a raffle for Christmas is planned.

Community saw us out in the 1927 Club Chev truck for Mainstreet Muster day (good publicity via the local press), and already two school galas have booked the truck, plus members cars to make their events brighter in September and November.

Clubnights continue to be well supported – the latest being the annual Shiny Parts auction from which \$600 was raised. Membership too, continues to grow.

Good on ya' Wanganui.

Wellington Elisabeth Smits-Brouwer

The Wellington Branch had a very busy last two months with much socialising and rallies, but this is just the beginning of an exciting year. In November we will be celebrating our 50th years starting with the November Rally.

Early July we had a special activities weekend that started with the monthly Friday evening movie; this time showing the John Britten story and his determination to design and built those lightweight super bikes that won so many races.

Saturday morning Ivan Cook and his workers had a fruitful Working Bee, while the Car Club Ladies were busy with their sewing day; it was great to see some new faces there. Early afternoon we shared a lunch with the men, who were going to the afternoon garage raid. The garage raid to John Veneberg's workshops had been organised by Basil Sharp. When the men returned from the raid you should have seen the grin on the faces: they all had enjoyed this outing immensely.

That same evening the annual Night Rally took us to the seediest localities of the Hutt Valley and Wellington City and was even for me, a girl from Amsterdam, quite a shocker. The number of exiting places for men to visit in Wellington is quite unbelievable.

August started with our Midwinter Party, based on a Carnival Theme. It was a great evening with many people dressed up and wearing masks. A week later twenty Vintage and Veteran cars and motorbikes of our club were on show for the yearly Upper Hutt Spring Festival.

Mid-August Mike Curry, Neale Ryder, Dave Wilkens and myself took our cars to the Silverstream School to support this school doing a project on transportation. All children sat outside on the playground when we arrived with the cars. For many children it was a first time to come in contact with such old cars. Later on the children came close to the cars and we allowed them to sit in them.

A few weeks later the Scatter Rally organised by Stan Carmonsway was quite a challenge and took us to several little, old graveyards in the region. Well done Fiona and Olivia Bixley, and especially to Olivia for also winning the young Navigator Cup.

During the August Club Night Terry O'Leary presented his exceptionally

beautiful Packard. The presentation was around a slide show depicting the car during the various stages of restoration. All present were astonished by the care and the quality of the craftsmanship of Rob Mulloch who did the restoration for Terry. After the slide show our new Vice-Chair Tasi Betteridge could only comment that even in the workshop the coffee cups were very, very clean. What an exceptional restoration and what a piece of art!

Have fun and drive safely

PS. Don't forget the upcoming WELLINGTON 50th CELEBRATIONS. On 19 January 2008 we organise the Motorcycle Rally, while on 23 February a Veteran Rally will be held. Should you wish to attend or contribute to our celebrations, contact Rodger and Diane White phone 04 563 6236.

Wellsford_Warkworth

Rita Jorgensen

Leon and Brenda Salt organised a run on the afternoon of 24 June. A cool overcast day. Half a dozen vehicles headed out east of Warkworth, through Matakana with questions to answer along the way, to Pakiri, over the hill to Leigh with great ocean views. There are new subdivisions opening up all through this area, and on to Leigh for a welcome treat of fish and chips.

Gof Thorpe and son Michael brought along a Bert Munro velocette motorcycle to our June meeting and gave an interesting insight into Bert Munro and his machines.

Over 40 vehicles took to the road for our branches annual Winter Woollies Wander on Saturday 7 July. Plotted by Martin and Margaret Howsen the route headed west of Warkworth via Woodcocks Road where two scrutineers kept watch to see that everyone stopped at the railway crossing to check for trains. The roads were in good order considering the bad

weather through the week. We travelled on out to Makarau and to the Kaipara Coast Road to Helensville. From there to Parakai and on to South head.

Shelly Beach is off this road where boat trips leave for a cruise on the Kaipara Harbour. A dead end road so a u-turn to Waioneke School for lunch. The afternoon run went through Waimui – Puhoi and across to the Mahurangi regional park and Sullivans Bay. A coast to coast run. At the evening function prizes were presented to overall winners

1= Both Post War Vehicles

John and Jan Gardiner	Ford Anglia
Robert Braddock	Daimler

1st Wellsford

Roy and Gay London	Ford Cortina
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1st Vintage

Leon and Brenda Salt	Ford Model A
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1st Post Vintage

Paul and Kathy Collins	Chevrolet
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1st Post 60s

Rod McCallum	Holden
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On the Sunday off to view the progress on the restoration of the Jane Gifford then to Perry Road where the masts are being prepared. Also there was a very rare 1919 Scripps Booth motorcar belonging to Grahame and Ann Power. They own a 1915 Studebaker Roadster and a 1925 Studebaker from there to sandspit motor camp for a barbecue lunch to wind up the weekend.

Wilbur Brown gave an account of the trip he and Aileen took to the UK and the continent, they drove themselves most of the time and certainly covered man miles and visiting car museums and meets of course and tracing their families ancestry.

Maybe spring is on the way and we can enjoy more pleasant motoring soon.

Veterans on Parade

Maybe 1911 FN



1912 Rudge and early Douglas



Veteran Renault



Kevin Clarkson, Beaded Wheels Editorial Committee Chairman, snapped these photographs on a recent holiday to Mackay, Queensland. The event was the first ever Veteran Rally to be held in that city for members of the Veteran Car Club of Australia (Qld).

Right R'Oil Rallying

Words John King

Yes, Scott Thomson does have a valid point (page 11, BW no 287). Vintage rallies do tend to make up for their inherent trundliness by means of tricky navigation or ultra-competitive timekeeping. And yes, a convoy of slow elderly vehicles can clog up a main road and work against public acceptance of our movement — although experience suggests that campervans might be more of a problem in this regard.

But Scott has obviously never been on one of Waitemata's annual R'Oil Can events. These mid-winter rallies run from dawn to dark, ending up at a hitherto secret

location well out of town for a return the next day. They are not for the fainthearted and, specifically for open cars, appeal to the hairy-chested brigade (although the women tend towards artificial means such as sensible fur jackets).

They also make a point of keeping off main roads, and even tarsealed secondary roads are regarded as being wimpish. A modern car is a rare sight in such circumstances, usually containing a startled looking driver confronted by something open and Vintage, just a tad sideways in slippery conditions and corrugations. The

2007 R'Oil Can

emphasis is not on tricky navigation or timekeeping; a R'Oil Can is for people to enjoy back country scenery and Vintage roads without the trappings of modernity.

Despite the rally's long tradition of courage in the face of adverse weather conditions, an element of apparent weakness is creeping in. A few long-standing members are turning up in 1960s sports cars for perceived enhancement in comfort and reliability. And a small number of crews rig weather equipment, despite the rule on furred hoods and the effect they might have on the majority who take that rule seriously and gird themselves accordingly. The sheltering classes won't be mentioned again.

A pity, really, for this year they included one significant new restoration making its Waitemata debut.

Diane Humphreys organised the 2007 event, run in early July. After a few dry and sunny years it was back to damp and windy conditions, with Northland roads having suffered through more rainfall than any locals ever want to see again.

Departing the old shopping centre of Albany in the dark and light rain, to the accompaniment of the resident roosters roistering, more than 30 crews were quickly out in the country. Nearly 70 miles later and already wearing camouflage of several kilos of northern road surface, they stopped for morning tea at that most suitable of places, the Port Albert Hall. Double the time and distance and the lunch stop was Te Horo School, Pipiwai, a hamlet well to the north-west of Whangarei. A paved (and only slightly oily by the time everybody left) school yard to contain all the cars, a broad verandah to shelter under, heaps of delicious food provided by the school committee and parents — this was an inspired choice.

Conditions were wetter for the afternoon section which took a slightly reduced numbers of cars and occupants northwards towards Kaikohe before turning south again and ending up for the night at Baylys Beach. After-dinner speaker was Noel Hilliam, instigator of the museum at Dargaville and with an encyclopaedic knowledge of the shipwrecks along the local coast, and a visit was organised next day to the museum on the way home.

Nobody quite knows where next year's R'Oil Can will be held. Pat Bren and Mike Stuart in the smart 12/50 Alvis from Hawke's Bay were declared winners, so Waitemata Branch members might have a long drive just to get to the start.



Waitemata Branch: The essence of the R'Oil Can: new Waitemata Branch scribe John King and his wife Dorothy enjoy open Vintage motoring in their Riley somewhere in a damp Northland. Photograph Jacqui Goldingham



Waitemata Branch: Pat Bren's 12/50 Alvis pauses for refreshment at Te Horo school, Pipiwai, on the way to winning this year's R'Oil Can rally. Photograph John King.

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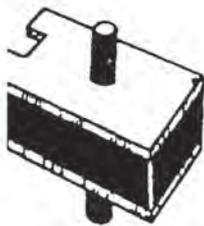
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